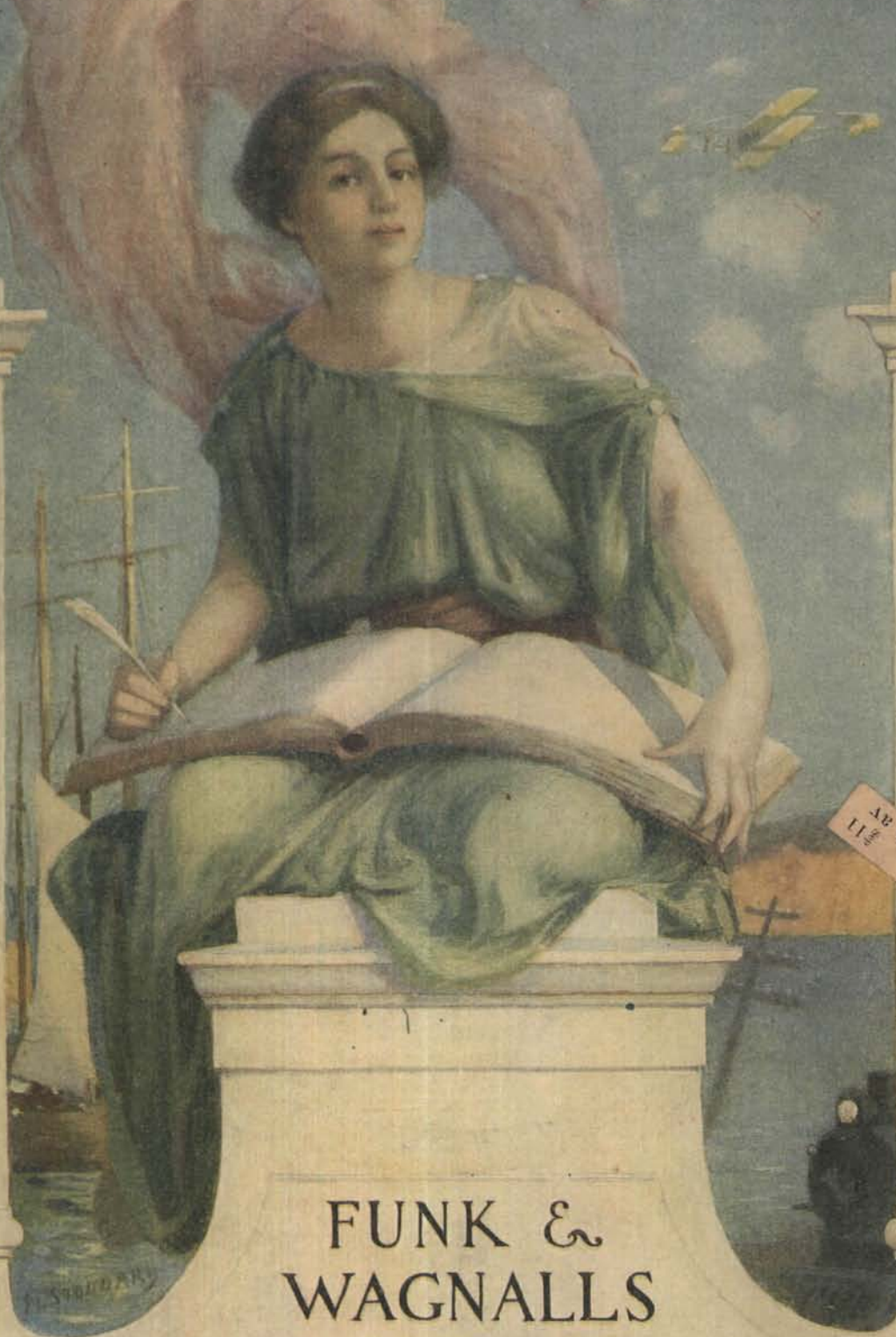


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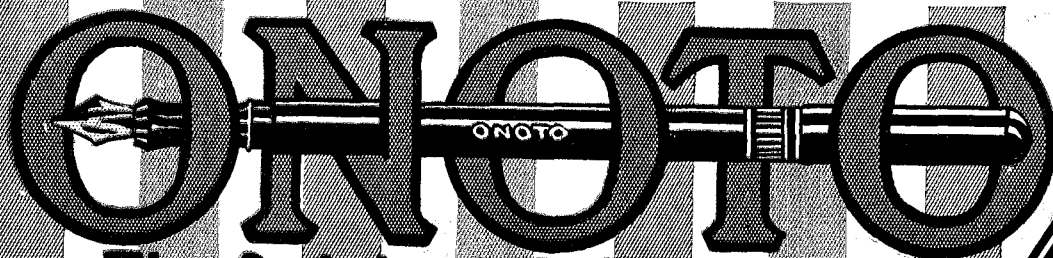
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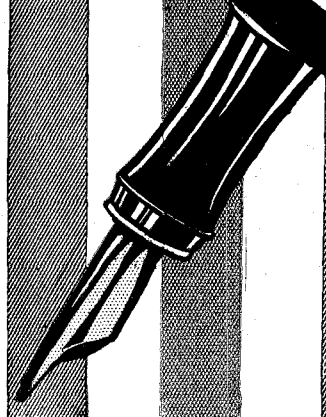
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"A slight thrill passed through the form of the queen. 'You have come very early, sir; could you not delay a little?' When Samson denied her request, Marie Antoinette assumed her calm, cold manner. She drank, without resistance, a cup of chocolate which was brought to her; she remained posset, and wore her wonted air of dignity as they bound her hands behind her with thick cords.

"At eleven o'clock she left her room, passed through the corridor and ascended the car, which was waiting for her before the prison door. No one accompanied her, no one bade her a last farewell, not a look of pity or compassion was bestowed upon her by her keepers.

"Alone, between the rows of *gens d'armes* that were placed along the sides of the corridor, the queen advanced, Samson walking behind her, carrying the ends of the ropes with which the queen's hands were bound, and behind him his two assistants and the priest. This is the retinue of the queen, the daughter of an emperor, on the way to her execution.

"All Paris knew the hour of the execution, and the people were ready to witness it. On the streets, at the windows, on the roofs, immense masses had congregated and the whole Place de la Revolution (now the Place de la Concorde) was filled with a dark surging crowd.

"And now the drums of the guards stationed before the Conciergerie began to beat.

"The queen was pale, all the blood had left her cheeks and lips, but her eyes were red! Poor queen, she bore

the marks of much weeping! But she could shed no tears then! Not a single one obscured her eyes as her look ranged, gravely and calmly, over the mass, up the houses to the very roofs, then slowly down, and then away over the boundless sea of human faces.

"Her face was as cold and grave as her eyes, her lips were firmly compressed; not a quiver betrayed whether she was suffering, and whether she shrank from the thousand and ten thousand scornful and curious looks which were fixed upon her. And yet Marie Antoinette saw it all.

"The populace thronged around the car, howled, groaned, sang ribald songs, clapped their hands, and pointed their fingers in derision at Madame Veto. The queen, however, remained calm, her gaze wandering coldly over the vast multitude.

"At noon the car reached its destination. It came to a halt at the foot of the scaffold; Marie Antoinette dismounted, and then walked slowly and with erect head up the steps.

"Not once during her dreadful ride had her lips opened, not a complaint had escaped her; not a farewell had she spoken. The only adieu which she had to give on earth was a look—one long, sad look—directed toward the Tuilleries; and as she gazed at the great pile her cheeks grew paler, and a deep sigh escaped from her lips.

"Then she placed her head under the guillotine, a momentary, breathless silence followed.

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## TOPICS OF THE DAY



### DO THE RAILROADS WASTE \$1,000,000 A DAY?

**N**OTHING else has so startled the public, in all the prolonged dispute between shippers and railroads over the proposed rate increases, as the statement, vouched for by no less an authority than Louis D. Brandeis, that wasteful methods are costing the railroads of the United States between \$300,000,000 and \$400,000,000 a year. This sum, as *The Wall Street Journal* points out, is from 12 to 15 per cent. of their gross earnings. Many editors note that it is practically the same amount that Senator Aldrich said he could save if he had the job of running the United States Government. Mr. Brandeis is counsel for the Eastern shippers who have been stating their arguments against higher freight rates before the Interstate Commerce Commission in Washington. Before calling his witnesses Mr. Brandeis said he was going to show that the railroads ought to meet the crisis which they say confronts them by "scientific management" rather than by arbitrary rate increases. To resort to the latter method, he declares, is merely to enter upon a "vicious circle of ever-increasing freight rates and ever-increasing cost of living." And he goes on to say:

"As an alternative to the practise of combining to raise rates and hence to increase prices, we offer cooperation to reduce costs and hence to lower prices. This can be done through the introduction of scientific management, resulting in greater efficiency and greater economy in operation. In so saying we offer a constructive policy of management, not personal criticism of those to whom the management of railroads is now entrusted. This greater efficiency in operation which will follow the introduction into railroads of scientific management must result in economies which will far more than compensate for all recent or expected increase in wages and other expenses. We propose to demonstrate how scientific management when applied to the single operation of loading a car with pig iron increases the performance of the individual worker from 12½ to 47 tons; how, when applied to coal-shoveling, it doubles or trebles the performance of the shoveler. We propose to show the huge field for the application of scientific management in American railroad operation and the rich fruit in economies and improved service which may be expected to result, economies which have been estimated as aggregating in amount more than \$1,000,000 a day."

Various estimates place at from \$27,000,000 to \$75,000,000 the added revenue the railroads would derive from the proposed rate increases. It would seem therefore that Mr. Brandeis's proposal, which offers, in effect, an increased revenue of more than \$300,000,000, must appeal eloquently alike to the pockets

of the railroads, the shippers, and the ultimate consumer. Its critics, however, either dismiss it as visionary, or else ask pertinently what organized labor will have to say about it. In earlier hearings before the Commission eminent railroad presidents had declared that further economies were practically unattainable, President McCrea, of the Pennsylvania, saying:

"So far as concerns economies which will result from reduction in grades, increased hauling-capacity of locomotives, and increased capacity of cars, the companies are to-day already practically deriving the full benefit from those which are possible in this direction due to expenditures heretofore made that have practically completed our great reductions and have probably reached the maximum size of our cars and engines."

In a Chicago dispatch to the *Boston Transcript* we read that railroad heads are inclined to dismiss Mr. Brandeis's statement as "theoretical" or, less elegantly, as "loose talk." To quote in part:

"Among the railroad officials making reply are Darius Miller, president of the Burlington; Daniel Willard, Baltimore & Ohio; President Mudge, Rock Island; E. W. McKenna, Milwaukee Road; Vice-President Loree, D. & H.; President Hill, of the Great Northern; President Underwood, Erie system; President Shonts, Chicago & Alton.

"Most of the railroad officials in reply said Brandeis was entirely wrong in the stand he had taken; that the railways, instead of conducting their business in a lax manner, used the most scientific and highly developed methods; that all waste was prevented, and that the increased freight rates were necessary to meet changed conditions, including the higher cost of supplies and the higher wages paid to employees. . . .

"They also express the opinion that no other industry could show a better record for lessening unit costs of operations through the adoption of efficiency-increasing methods than the railroads, and asserted that further economies of magnitude could not be accomplished without a reduction in the accounts in which labor is chiefly concerned. . . .

"Among the reasons urged by the transportation chiefs for the failure of some methods of economizing or the difficulty of adopting such methods was that Government and State regulation of railroads had raised incorporating costs and in many respects taken control of economies from the hands of the men responsible for the operation of the railroads. It also was asserted that the opposition of organized labor was largely responsible for the failure or difficulty of adoption of many cost-saving practises, such as the piece-work system and bonus system in railroad-shops advocated by Mr. Harrington Emerson, one of Mr. Brandeis's chief witnesses. Many economies in train and car movement could be introduced, it was pointed out, but only at the expense of the service."

Later the Western railroad presidents offered Mr. Brandeis

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employment at any salary he saw fit to name if he could point out a practical way by which a substantial portion of the alleged waste could be saved. If the railroads thought to "stump" Mr. Brandeis by this offer they apparently failed, since his reply reads in part as follows:

"I am convinced that such saving is possible through the introduction of scientific management and shall be glad, as a



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THE DEAR ULTIMATE CONSUMER.

—Mayer in the New York Times.

public service, to arrange for conferences with these Western presidents at an early date, and point out how scientific management will accomplish these results. I suggest that the Eastern presidents be also invited to attend the conferences.

"I must decline to accept any salary or other compensation from the railroads for the same reason that I have declined compensation from the shipping organizations whom I represent, namely, that the burden of increased rates, while primarily affecting the Eastern manufacturers and merchants, will ultimately be borne in large part by the consumer through increasing the cost of living, mainly of those least able to bear added burdens. I desire that any aid I can render in preventing such added burdens shall be unpaid service. Kindly suggest date and place for conferences."

In an interview appearing in the New York *American* Mr. Brandeis indicates the lines along which he will enlighten the railroads if they accept his offer. "The remedy," he says, "lies in conservation of wasted energy," and this is achieved by "the application of modern scientific methods to every branch of the business." To quote:

"The railroads have failed to adopt the science of management. Vice-President Stuart, of the Erie, said recently: 'There has been no increase in efficiency of employees. We do not get as much work as before the increase in wages. The increase in wages is an absolute loss.'

"Under the new science, higher wages means lower costs. The new science is a complete reversal of the principles under which work is done. The present system is practically a military system. The working man works according to the success that is attained in the way of force or gentler things to get him to work.

"Under the science of management you aid the working man to accomplish results by using every effort to make possible the largest accomplishment, invoking science in the highest form to the humblest occupation of the humblest worker. . . .

"I think the great trouble with all forms of business to-day is that too little attention is given to the men at the bottom of the ladder. The president of a concern passes his orders on to the vice-president, who passes them in turn to the superintendent, who turns to the foreman, who turns to the laborer.

"But with it all no one gives any attention to the work that the laborer does; or, if any attention is paid to it, it is of the most superficial character."

After citing instances in which the output of industrial plants had been doubled and their operating expenses reduced by the application of such scientific methods as he would urge upon the railroads, Mr. Brandeis goes on to say:

"To sum it all up, I would have the best brains to teach the men lowest down. I would apply scientific methods like those which I have described, and they are applicable in a thousand different directions to all the problems that confront a railroad.

"They are particularly applicable to laboring conditions, and

the heaviest expenses under which a railroad operates is that of its laboring forces. I would have these principles applied from the time work is begun on a right of way, right on through the building of the roadbed, the laying of the track, in the machine-shops, the car works, the locomotive works—even in the clerical department, transportation department, and so on up to the office of the president of the road himself. It is a simple scientific method that is free to all. . . .

"Railroad operation affords a more favorable field for the introduction of scientific management than any that now exists. Competition and the power of the Interstate Commerce Commission to compel accounting as to costs afford the opportunity of greatly advancing and expediting reduction in costs, because these costs are the ultimate unit costs in operations. The Commission should require a report on the ultimate unit costs, the composite costs. The introduction of science management is a process requiring time. It is difficult because it deals with human nature and existing prejudices."

Mr. Harrington Emerson, an "efficiency engineer" upon whose expert estimates Mr. Brandeis based his position, told the Commission that the large economies referred to could be achieved "in all the departments of railroad operation except traffic." This means, remarks the *Springfield Republican*, that it is in the maintenance of equipment, or in the repair and machine-shop expenses, that the waste occurs. Says *The Republican*: "Efficiency is comparatively low in shop expenses, but not more so than in other similar businesses as a rule. So disappears all charge of peculiar inefficiency or waste or neglect in railroad management."

Not the least important feature of the rate hearings, remarks the *Philadelphia North American*, has been their "vast educational value." Thus they have thrust into national notice the subject of scientific efficiency, giving it in the space of a few weeks "a publicity that it might have taken years to achieve in the ordinary course of events."

Among the papers which are inclined to admit the force of Mr. Brandeis's position are the New York *Tribune*, the Chicago *Record-Herald*, the Chicago *Tribune*, the Kansas City



WATCH THE PROFESSOR!

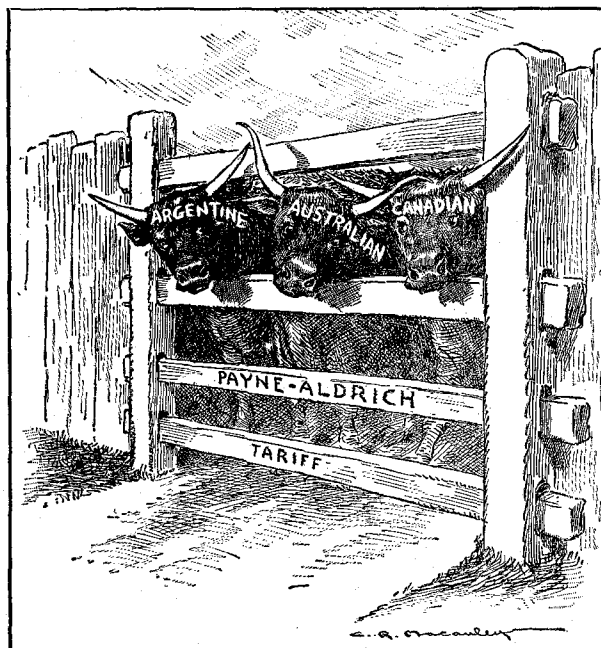
—Johnson in the Philadelphia *North American*.

*Star*, the Indianapolis *News*, the New Orleans *Times-Democrat*, and the New York *World*. Says the Kansas City *Star*:

"His claim is abstractly plausible because of the well-known fact that great organizations in business, employing armies of men, where no one director or set of managers can keep close track of all details, have a tendency to drift along accustomed methods. They are apt to be less progressive, less promptly responsive to scientific advancement, than are institutions un-



COMING DOWN!  
—Heaton in the *Chicago Inter-Ocean*.



LET DOWN THE BARS.  
Macauley in the *New York World*.

### THE MEAT OF THE FINANCIAL PROBLEM.

der the full control of the individual, the firm, or the smaller body."

Among the skeptics, on the other hand, we find the *New York Commercial*, the *New York Journal of Commerce*, and the *Savannah News*. Says the *Chicago Post*:

"How is the new efficiency—the scientific reform which Mr. Louis Brandeis and Mr. Harrington Emerson are urging upon the railroads before the Interstate Commerce Commission—to deal with the question of labor?"

"We believe that the railroads will propound this query to Messrs. Brandeis and Emerson in the process of rebuttal. And they will do so rightly. For there can be no doubt that sooner or later any attempt to get a higher operating efficiency must find its way crossed by the very definite tendency of union labor to keep down efficiency."

### GUNS OR NO GUNS AT PANAMA

THAT IS THE question which Congress will have to settle when it is asked to make the appropriation necessary for the fortification of the Panama Canal. It is contended by the *New York Tribune* (Rep.) that the question has already been decided. The Spooner Act of 1902, authorizing the construction of the Canal, specifically instructed the Executive to take such steps as might be necessary to protect the Canal against attack by an enemy. President Roosevelt and President Taft, we are reminded, have both declared for fortification in unequivocal terms. Nevertheless, even *The Tribune* admits that there will be strong efforts made at this session of Congress to prevent the necessary appropriation. Most significant of all, according to the press, is the preference of Congressman Tawney for a neutralized, rather than a fortified, canal. Mr. Tawney, an official "watchdog of the Treasury," in his capacity of Chairman of the House Committee on Appropriations, believes that the nation's money can be better spent than in the erection of costly forts and batteries in the Canal zone. He has been looking things over at Panama, and before leaving the Isthmus was quoted as follows in a local newspaper:

"If the nations of the world agree to regard the Panama Canal as a neutral territory, there will be no need for fortifications. I am opposed to any plan or scheme for military or naval defense of the Canal until the nations of the world have been given an opportunity to express themselves."

"This great enterprise is being built with American money, and in time of war there is no nation that would dare say to the United States, 'You can not send your ships through the Canal built by you at a tremendous cost of money and blood.'"

"The Canal is being built for the benefit of commerce; the land is being divided in order that the entire world may be united and markets be brought into closer communication one with the other. The United States is big enough, or should be big enough, to bend all its energies in the direction of making the Canal a world-wide commercial success instead of a war measure by which an advantage could be secured over an enemy."

All of which the *Philadelphia Inquirer* (Rep.) calls a "flowery effusion" and answers with a contemptuous "Bah!" But the *Springfield Republican* (Ind.) believes that the country owes Mr. Tawney a debt of gratitude for insuring a full discussion of the question before any appropriation is made. *The Republican* goes on to note General Wood's recent "doleful statement" concerning our military preparedness:

"The Army has a serious shortage of field artillery and ammunition, he says, and the sea-coast guns are worthless because of the lack of powder and shot. The Army is not half large enough; and the General would create an army reserve of 300,000 men. Money is wanted at once for aeroplanes. Of course, the Navy needs more money every year. Whenever England launches a new dreadnought, nearly every foreign battle-ship drifts perceptibly toward the scrap-heap."

"Should the Government spend millions upon canal fortifications, under these circumstances, if the case for them is not entirely clear? And certainly it is not clear. . . . How much would be the military advantage from costly forts and batteries? If the Navy can not defend the country's investment in the Canal, is there anything in concrete and mortar that can? Better neutralization than \$50,000,000 in big guns."

Herewith the *New York World* (Dem.) agrees. Let us neutralize the Canal, it says, then canal fortifications will be unnecessary, new naval bases can be dispensed with, and many millions will be saved to the people of this country. "If the construction of the Canal is to be justified it must be as a highway for the commerce of the world, not as a military measure that involves continually heavier expenditures."

Another Democratic paper, however, published in a city which expects to hold an exposition in 1915 to celebrate the completion of the Panama Canal, is very certain that "the President is right in insisting that the Canal be fortified." The *New Orleans Picayune* says further:



"There is no analogy between the conditions that will exist on the Isthmus of Panama when the Canal is completed, and those which prevail on the Isthmus of Suez. The Suez Canal is owned by an international corporation, hence an international guaranty of neutrality is sufficient to protect it. The Panama Canal, on the other hand, will belong entirely to the United States Government, and to it alone, no other Power nor any foreign stockholders having any interest in it whatever. Naturally such government property would in time of war between this country and another Power be considered legitimate spoils, no matter what treaties might exist. Our Government would therefore be extremely foolish not to take all necessary steps to protect a vast property which has cost so much money already and is likely to cost hundreds of millions of dollars more.

"By all means let us fortify the Canal and fortify it sufficiently to make it practically secure against any possible attack, whether foreign Powers are satisfied with our action or not. The Canal runs through what is now our territory and it is therefore just as much our right to fortify it as any other portion of our territorial possessions."

We are reminded, too, by the *New York Times* (Ind. Dem.) that the Canal is built for the naval as well as the commercial use of the United States:

"No enemy can be allowed to send his squadrons on a hostile errand through our Canal, and no enemy can be allowed to prevent our assembling our fleets at will in either ocean, especially in war. The Canal was built to double the utility of the American Navy, and to have no effect on the other navies of the world. We are trustee for the world regarding commerce, but trustee to ourselves for our own interests. Neutralization of the Canal by the rest of the world may bear in some degree on the extent of fortification which shall be adequate, but it can not take the place of fortification in our discretion, according to our view solely of our own interests."

## EXTRACTING CORPORATION FACTS

**W**HATEVER fell fate may be waiting for the Corporation Tax Law at the bar of the Supreme Court, and even if Uncle Sam be made to pay back the \$26,000,000 which the tax has already put into his pocket, the experiment, in the opinion of many editors, will nevertheless have achieved useful and important results. Apart from its value as a revenue producer, says the *New York Evening Mail* (Ind. Rep.), the Corporation Income Tax Law "helps the public to a far better understanding of the business of corporate enterprises than was obtainable before." Thus for the first time the report of the Commissioner of Internal Revenue records the amount of capital represented by the corporations of the United States, and shows the average returns on this capital. We learn that up to October 1 of the present year 262,490 corporations, representing \$52,371,626,752 in capital stock and \$31,383,952,692 in bonded and other indebtedness, had paid the tax as required by the new law. The net yearly income of these corporations averaged less than 6 per cent. on their capital stock. "It is doubtful which is the more surprising item in this summary," remarks *The Evening Mail*, "the immense aggregate of the capital of these corporations, or the moderate average of their net earnings."

Practically the "entire corporate field" is covered by these figures, thinks the Washington correspondent of the *New York Sun*, as the number of corporations with less than \$5,000 net income, exempted by this law, "is comparatively insignificant." On the contrary, rejoins the *New York Commercial*:

"There must be many thousands of corporations in the United States whose net yearly incomes do not exceed \$5,000; there come readily to mind several that are highly capitalized and heavily bonded, do an enormous business and pay princely salaries to their officers and managements—but never have any net incomes for distribution among their stockholders as dividends; and so many businesses, great and small, are incorporated in these times with only the minimum number of incorporators

necessary under State laws, and these holding all the stock, that the number under the \$5,000-income class must be very considerable."

It appears that New York has nearly twice as many corporations as any other State, with Pennsylvania next and Illinois third. As to the attitude of the corporations toward the tax, a Washington correspondent of the *New York Times* (Ind. Dem.) says:

"Most of the larger corporations paid the tax under protest, and are now waiting the decision of the Supreme Court as to the constitutionality of the levy. In a few cases criminal suits are pending against corporations and their officers which refused to make the required returns. It is expected that this litigation will be brought to a settlement in the course of the winter."

The chief bone of contention is the publicity feature of the new tax. The section of the Tariff Act relating to the corporation income tax provides that the returns required as the basis of assessment shall be filed in the office of the Commissioner of Internal Revenue and shall "constitute public records and be open to inspection as such." Rules restricting and regulating this publicity have been formulated by the Secretary of the Treasury, and are thus summarized in the *New York Press* (Rep.):

"The regulations, as issued, open the reports of all these corporations to their stockholders, no matter how small the individual holding of stock. In addition to this the general public will be permitted to inspect the reports of any corporation whose stock is listed on any stock exchange, and of any corporation whose stock is advertised for sale or which offers its own stock to the public for sale. In all cases written application to the Secretary of the Treasury is necessary, stating the reason for the request, as well as setting forth the title of the applicant to such permit for inspection."

A Republican estimate of the value of the new tax is given in this Washington dispatch to the *New York Tribune*:

"While the Democrats are talking about 'pitiless publicity,' the Republicans are achieving it. This is the view taken by the Administration, which is well pleased with the manner in which Secretary MacVeagh has worked out the publicity feature of the Corporation Tax Law. The law as originally enacted was an honest attempt to secure publicity for the affairs of those corporations which offer their securities to the general public, but it was found to be too far-reaching in that it did not discriminate between corporations of that character and all others. The regulations putting the new legislation into effect are believed to accomplish that end."

"In the enactment of this legislation and the promulgation of the publicity regulations, the Administration believes it is putting this country on a par with Great Britain, Germany, and other foreign countries, which exercise the most far-reaching supervision over not only public-service but all other quasi-public corporations. In a word, altho members of this Administration may not use the term, they describe the progress they have made and expect to make in this direction in terms which strikingly suggest the logical development of the 'new nationalism.'"

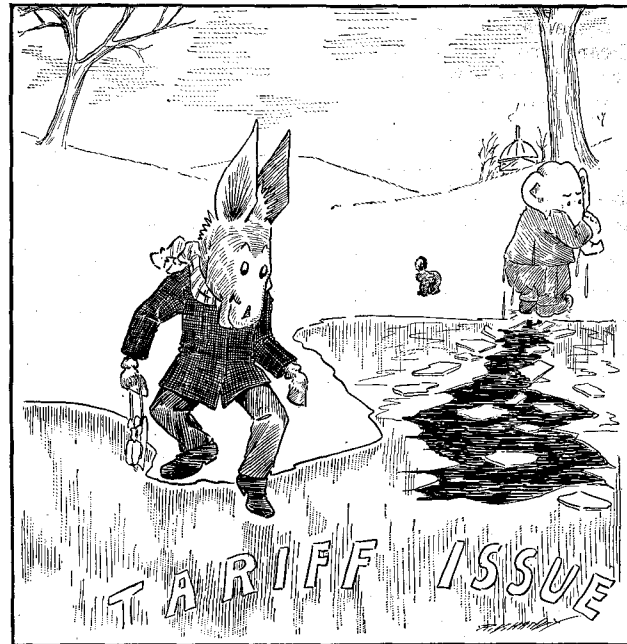
"To appreciate the progress which is being made in this direction it is necessary to take into consideration both the Corporation Tax Law, with its publicity feature, and the work of the Tariff Board. As a result of the operations of the two there will come to the attention of the officials of the Federal Administration a knowledge of the affairs of the great corporations which have in such large measure replaced the individuals and partnerships which in an earlier day in the economic history of the country conducted its business."

"And now, if there be added to these two the Federal incorporation law which the President has so strongly urged, the supervision which the Federal Government will be in a position to exercise over the business of the country will be all that the most exacting can desire."

"Even without the Federal incorporation law, which the Administration feels is certain to come sooner or later, the laws now on the statute-books will go far to bring within the ken of the Secretary of the Treasury, and through him of the President, the internal affairs of all the larger corporations



DARE HE DO IT?  
Bartholomew in the Minneapolis Journal.



THIN ICE.  
Handy in the Duluth News-Tribune.

### THE QUALMS OF A NOVICE.

—those which have nationalized the business of the country largely through the extraordinary development of means of transportation and communication.

"It is firmly believed by the Administration that nothing could better serve to give the Secretary of the Treasury a grasp on the finances of the country, and the economic facts and the degree of prosperity or the reverse of the more important industries, than the corporation tax and the returns which it compels all corporations to make."

### THE LATEST IN CONSTITUTIONS

THE SAD example of Oklahoma was not lost upon New Mexico and Arizona when it came to framing their constitutions, say dispatches to the Eastern press. They recalled that President Taft himself had referred to the Oklahoma document as a "horrible example" and "a zoological garden of cranks," and determined that they would do better. One result is that Arizona's constitution contains less than 16,000 words and New Mexico's 25,000, as against Oklahoma's 104,000. The two constitutions are still to be ratified by the people, approved by Congress, and proclaimed by the President, and there is said to be hope in the Territories that this action can be so expedited that the forty-seventh and forty-eighth stars will appear in the national flag by July 4 next and that Representatives from the new States will sit in the new Congress which meets in December, 1911.

The product of the New Mexico convention is praised warmly by the St. Louis *Globe-Democrat*, and the Philadelphia *Public Ledger* calls it

"a singularly moderate and sensible fundamental law, which is surprisingly lacking in all those new-fangled notions and that frothy fustian that might reasonably be expected from older communities like Kansas, if that Commonwealth were set the task to-day of framing a Constitution. . . . ."

"The race question relative to the Mexicans and persons of Spanish descent was the burning issue. The Constitution prohibits separate schools and makes no distinction in jury duty or office-holding, except in the quite reasonable and necessary provision that State officers and legislators shall speak English. The regulation of the liquor traffic is not attempted in the Constitution, but the door is left open for freedom of action by the legislature. The Public Service and Corporation Commission is granted the power to regulate rates, but the Commission's decision automatically comes under the review of the State

Supreme Court. The initiative was rejected, and the referendum, by which laws are submitted under certain conditions to the people, is not unlike the provisions long embodied in the laws of the oldest States of the East."

Yet the document has its Eastern critics. The Boston *Herald* believes that it reflects in two ways the current distrust of representative government, "specifically in its provision for the referendum, and the popular veto upon legislation, generally in the remarkable length and minute detail of the instrument." The Columbus *Dispatch* grieves at the reported fact that the corporations, "and especially the steam-railroad corporations," captured the convention, had a railroad attorney chosen to preside over it, and have "undoubtedly put through a constitution drawn as they want it."

Turning to Arizona's constitution, we find a New York *Times* news item noting that it is the briefest written in recent years by any State, a consummation which finds favor in the eyes of the Philadelphia *Inquirer*. A Phoenix dispatch to the New York *Tribune*, however, presents some reasons for believing that it may not be acceptable to the voters of the Territory. The Democrats were in a large majority in the convention, we are told, because they had thrown out a dragnet promising everything asked by the woman-suffragists, Prohibitionists, Socialists, and Progressive Republicans. Now, it seems, the Prohibitionists and suffragists are "sore," asserting that the convention broke faith with them, because a proposition enfranchising women was voted down and another leaving it to the voters to say whether there shall be State-wide prohibition in Arizona met the same fate. Moreover, old line Democrats are quoted as saying that the convention was too radical, adopting such measures as the initiative, referendum, and recall—even to the recall of the judiciary:

"The recall of the judiciary was the straw that broke the back of many a Democratic camel. They stood by the convention and loyally voiced their approval of its actions until the proposition to provide for the recall of judges was adopted. Now they are either joining in the chorus of disapproval or maintaining an ominous silence."

Thus, according to this authority,

"There are four classes which will vote against the constitution in the form it seems certain to be submitted. These are the woman-suffragists, Prohibitionists, 'stand-pat' Republicans,



and conservative Democrats. Many of the Progressive Republicans and Democrats will vote 'no' because they think the constitution is too radical and stands no chance of confirmation at Washington."

A provision in this new document which has been condemned by many editors is that excluding from citizenship all who are unable to read the Constitution in English. Now if this were directed against illiteracy it would be admirable, says the *Cleveland Plain Dealer*; but it is not, "it is intended merely to exclude Mexicans and men of Mexican ancestry from the polls." To the extent that this is inspired by racial animosity or prejudice, declares the *New York Tribune*, "it is to be regretted and condemned." *The Tribune* continues:

"We do not want another race problem on our hands. Nearly one-third of the white inhabitants of Arizona over ten years of age do not know English. It would be most unfortunate to proscribe them as inferiors. Perhaps it would be well to consider where the chief blame for their ignorance lies, whether with themselves or with the educational authorities of the Territory. It may also be considered whether it is better to make them pay the penalty by excluding them from the franchise or to lay it upon the State by admitting them. Doubtless the condition will be only temporary. Another generation at most will see it abated. But whatever adjustment is made, it should be one which will not alienate the two races which must in some way permanently live together. . . . .

"Let the English language be the speech of Arizona by all means, but let us avoid in a language controversy anything like a race conflict."

## TO STRENGTHEN THE GOVERNOR'S ELBOW

IT WAS not a Governor who took the lead at the meeting of the "House of Governors" at Frankfort and Louisville, the editorial observers note, but a Governor-to-be. This leadership was not due to his engaging personality, nor to his prominence as a Democratic Presidential possibility, but, according to the *New York Times* (Ind. Dem.), it was due to his "keynote" speech, in which he made a "clear and careful and comprehensive study of the situation," and "defined the principles and the aims of the movement." Dr. Woodrow Wilson's plea for greater power and responsibility for the executive wins him applause from the more radical press, while the conservative papers are equally warm in praise of his suggestion of a New Stateism, rather than a "New Nationalism" to curb the "colossus of business," which stands amid a confused variety of States and statutes, "uniform, concentrated, poised upon a single plan, governed not by votes but by commands, seeking not service but profits." To quote part of his remarks on this point:

"Corporations have come to cover greater areas than States, have come to live under a greater variety of laws than the citizen himself, have excelled States in their budgets and loomed bigger than whole Commonwealths in their influence over the lives and fortunes of entire communities of men. Centralized business has built up vast structures of organization and equipment which overtop all States, and seem to have no match or competitor except the Federal Government itself, which was not intended for such competitions. . . . .

"No wonder we began to turn to the national Government to cope with it, to regulate in the name of the sovereign nation itself what had become a force as great as the nation in its scope and consequence. The influence to be dealt with extended from one end of the country to the other. The great organizations of business seemed to play with the States, to take advantage of the variety of the laws, to make terms of their own with one State at a time, and by one device of control or another to dominate wherever they chose, because too big to be dominated by the small processes of local legislation. No machinery seemed to stretch to the size of the task of regulation except the machinery of national legislation at Washington, the long arm of the Executive that could be stretched forth from a national capital to every remotest nook and corner of the land. No wonder the instinct and inclination were to resort to Wash-

ington for relief and protection. The need was great and the Government was powerful.

"But this intimate task of regulation was not one for which its Constitution had furnished it with actually suitable or entirely adequate powers and authority. Only the States were fully equipped with the legislative and executive power to handle at will and as they pleased this new organization of business and manufacture. A new problem was presented to us. We still did not desire rigid uniformity of law, even in these matters of common concern. It was still desirable that the States should adapt their regulation and restraint of the new forces to their own conditions of life and circumstance. To put Federal law back of the great corporations would have been to give them the right to dominate and override local conditions, to equip them with the majesty and supremacy of the law which created and regulated them, and to level the variety of communities before them. No absolute, uniform set of rules are likely to fit the infinitely various circumstances of the States and their people. Hence this conference."

Governor-elect Wilson goes on to say that the people are "tired of the hide-and-seek legislation as it has generally been conducted." He is sure that they "are calling for open leadership," and the *New York Tribune* (Rep.) declares that "the lesson of successful administrations in recent years shows that he is right." Quoting further from his speech:

"Let us distinguish legal power from personal influence; the two things ought to be easily distinguishable. A certain amount of legal power every Governor has. Every Governor of a State is by the terms of the Constitution a part of the legislature. No bill can become law without his assent and signature. It can be passed over his veto, but only by deliberate process and generally only by more than the vote of a majority. His legislative vote, so to say, is never less than that of half the legislature. He has the right of initiative in legislation, too, tho he has so far, singularly enough, made little use of it. It is the popular notion that the Governor has, in respect of legislation, only the message power; but the language of most of our Constitutions is the same, as is the language of the Federal Constitution also. It gives him the right to recommend 'measures,' and it does not limit him in respect of the form in which he shall make the recommendation. He can make it in the form of bills if he pleases.

"Of course his recommendations may be treated as the Houses please. Like private members' bills they may be given the decent burial of reference to a committee. They may be considered or left unconsidered. He has no place on the floor and must get his recommendations considered by such means as he may honorably use outside the chambers. There begins the sphere of his personal influence, as distinguished from his legal power. His personal influence is the power of his character and of his ability to convince and persuade. . . . The field is free, as free for those who oppose the Governor as for the Governor himself. The best arguments, the handsomest motives, the most valid and straightforward purpose, the most defensible program wins. . . . .

"We shall not bring clear action out of confusion until we supply the need, until we assist at the simplification which will inevitably come when some one man undertakes in each State to keep the people informed as to every chief step of their business, particularly of the business of legislation, and to challenge all who are engaged in it to submit to the frank and clarifying processes of debate.

"There is no executive usurpation in a Governor's undertaking to do that. He usurps nothing which does not belong to him of right, uses no power which would not belong to him whether he were Governor or not. He employs nothing but his own personal force and the prevailing power of his opinions. He who cries usurpation against him is afraid of debate, wishes to keep legislation safe against scrutiny behind closed doors and within the covert of partizan consultations."

If this annual conference of Governors, which will meet next year at Spring Lake, N. J., proceeds hereafter on the lines laid down in Woodrow Wilson's speech "it will contribute in a marked degree to good government," declares the *New York World* (Dem.). The *New York Tribune* (Rep.) is equally hopeful that it will "strengthen the responsibility and efficiency of the States without detracting in the least from the rightful authority of the nation."

## HITTING THE SUGAR TRUST AGAIN

IF THE plight of the Sugar Trust, menaced once more by the heavy artillery of the United States Department of Justice, awakens any sympathy in the public breast, the fact is not revealed in the comment of the press. Thus the Baltimore *Evening Sun* (Ind.) refers to the Government's new suit for the dissolution of the concern as "the final move in a campaign against an organization scarcely matched in the world for downright and deliberate criminality since the downfall of the brotherhood of Caribbean pirates." The same paper recalls the organization's "cold-blooded frauds upon the customs by means of false scales and organized perjury, and its cold-blooded stealings from the city of New York by means of a system of hidden water mains," and declares that "to-day the Sugar Trust, gorged with the yield of its chronic forays and felonies is well worthy of being ranked with the Standard Oil Company." While the papers generally commend the action of the Government in bringing this suit, the New York *Press* (Rep.) sees in it "another Sherman Law farce," and the Springfield *Republican* (Ind.) remarks dubiously:

"Whatever else may be said of the Government's suit for the dissolution of the American Sugar Refining Company and its twenty-nine constituent corporations, the timeliness of the action is open to some question. In the first place, there has probably not been a time since the company or trust was formed in 1891 when it occupied a less monopolistic position in relation to the whole sugar-refining industry of the country than it does to-day. . . . The next thing to be observed is that the legal status of this and all similar combinations is already in the way of being determined by the similar suits for dissolution brought against the Standard Oil and Tobacco Trusts and now pending before the United States Supreme Court."

The Government's contention in the suit is thus summarized by the New York *American* (Ind.):

"That the American Sugar Refining Company is a trust in restraint of interstate and foreign trade.

"That the company has obtained a complete monopoly of the sugar trade in the United States by methods that subject it to the severest penalties of the Sherman Antitrust Law.

"That the company illegally and, in many instances, through ruthless means, has obtained control of rival concerns and stifled competition.

"That to the Havemeyers was presented illegally, as a 'gift,' 100,000 shares of trust stock, to the par value of \$10,000,000."

The Government's purpose is tersely stated by the same paper as follows:

"To dissolve the trust, and, through a receiver, liquidate its liabilities and distribute its assets.

"To nullify the voting power of the Havemeyer \$10,000,000 'gift' of stock, and probably to cause the Havemeyer estate to disgorge this huge holding *pro rata* to the other shareholders."

On the other hand, Mr. James M. Beck, counsel for the American Sugar Refining Company, reminds "the public and the company's stockholders" that "the Supreme Court has already declined in a similar proceeding by the Government to hold that this company was an illegal monopoly under the Sherman Law, and the court has deprecated 'the challenging of the justice of their well-considered and solemn judgments.'" He goes on to say:

"The company has no monopoly in the sugar industry; it produces no raw sugar and does not and can not control the price of the raw material; it has no agreements direct or implied with other sugar companies, and is subject daily to competition of the keenest character; it has, including its beet-sugar interests, about 51 per cent. of the country's sugar trade, and it requires a liberal stretch of the imagination to call this a monopoly. It does not seek to stifle competition, or oppress the consumer by advancing the cost of a necessity of life. Its refinery profits last year averaged less than one-sixth of a cent per pound.

"During the last decade, when the prices of nearly every

necessity of life have materially advanced and when the cost of this company's labor and supplies have very largely increased, it has continued to sell sugar at a lower margin of profit than formerly. In 1870 the price of granulated sugar in New York was 13.5 cents a pound; in 1880, 9.8; in 1890, 5.32; in 1909, 4.76. A so-called 'trust' can not be altogether 'bad' when its prices form so striking an exception to the general movement of commodity prices."

The plea that the Supreme Court has already declared that the American Sugar Refining Company is not an unlawful monopoly moves the New York *Press* to reply that "the Knight case failed, not because the court did not think the Sugar Trust was an unlawful monopoly, but because the United States negligently omitted to prove that the combination of sugar refiners to manufacture sugar in Pennsylvania extended to restraint of commerce between various States."

## MR. BRYAN'S FEARS FOR DEMOCRACY

THE FACT is there is a move on foot, larger in proportion than the movement in 1904, to turn the Democratic party over to the predatory interests." It is Mr. William J. Bryan's *Commoner*, of Lincoln, Neb., which thus flashes the searchlight of publicity upon another dark conspiracy against the people. The *Commoner* finds evidence of this conspiracy in the plan for a Democratic conference at



W. J. B.—"I wonder if those people do want a new President?"

—Bartholomew in the Minneapolis Journal.

Baltimore on January 17, at which, according to first intentions, Democratic leaders were to formulate a party policy for the Presidential campaign of 1912. Washington dispatches tell us, however, that the combined protests of Mr. Bryan and Mr. Champ Clark have prevailed to the extent of changing the proposed meeting from a reorganization conference to a rally in celebration of the party's recent victory at the polls. Mr. Bryan points out that the conference idea originated with the Baltimore *Sun*, a paper which supported Mr. Taft two years ago. Of this paper and its proposal he goes on to say:

"It wants a conference of leaders—on the aristocratic theory that the leaders do the thinking for the people. The value of the proposed conference will depend entirely upon the representative character of those participating and that will depend upon the personnel of the committee which invites the conferees. What kind of a conference is likely to assemble at the suggestion of a paper which helped to elect the present Republican President? If it makes up its committee, as it probably



will, largely of reactionaries—some of them conspicuous for the support of Republicans in the past—what influence will such a conference have? For whom, except themselves, will the conferees speak? . . . . .

"The Democratic theory is that the people think for themselves and select men to act for them. The whole tendency of the time is to get back to the people and away from the bosses. . . . This is a poor time to sound a retreat. The Baltimore *Sun* conference will not only fail to represent the rank and file of the party but it is apt to MISREPRESENT them, for men who would attach importance to the recommendations of such a conference would prove themselves out of harmony with the controlling influences in Democratic politics. The policy of our party is announced by conventions, composed of delegates elected for the purpose AND GENERALLY INSTRUCTED. Conventions may be more representative than Congress, for in Congress only districts having a Democratic majority have a voice. But the Democrats in Congress, tho representing only the Democratic districts, will come much nearer reflecting the real sentiment of the party than any conference selected as the Baltimore conference will be. . . . .

"However, the conference may serve one useful purpose—it may bring the Wall-Street democracy out into the open and give the democratic Democrats a chance to learn something of the influences which are at work to secure control of the next Democratic National Convention."

"The passing of Bryan and Bryanism" was the legend many editors deciphered in the results of the last election. These results, we are told, showed that while the radical Republicans on the one hand had stolen Mr. Bryan's policies, the conservative Democrats on the other had robbed him of his party. *The Commoner*, however, now explains that "the passing of Bryan" is merely a fiction invented by certain corporation-controlled publications. These publications, we are told, understand that Mr. Bryan recognizes the movement to deliver the Democratic party to the special interests, "and they know he may be depended upon to fight it." That he may have the power to make his fight effective is indicated by a Washington dispatch to the *New York Press* (Rep.) in which we read:

"William J. Bryan will be the boss of the next House of Representatives unless conservative Democrats of the North and East bestir themselves. Champ Clark, of Missouri, will be elected Speaker, and Clark for years has been a hide-bound Bryan man. Other Bryan men are being called upon to assist Clark in the control of the House, with good chairmanships at their command. For the first time since Bryan entered the national field, in 1896, he will be in the position of having an effective following in the majority of Congress.

"This is what the last Congress elections mean in the light of political opinion to-night in the national capital. Bryan's friends, perhaps to make sure of their hold upon Clark, who will be the next Speaker, have whispered to him his own can-

didacy for the Presidency. Next to Clark, in the new Congress, Bryan men will be found on guard in most of the important positions. There is a contest already on between Ollie James, of Kentucky, Bryan's firm friend, and Underwood, of Alabama, Clark's personal friend, for the floor leadership of the new majority. Another contest is on between Burleson, of Texas, and Fitzgerald, of New York, for the chairmanship of Appropriations, Burleson being the Bryan-Clark favorite. Sims, of Tennessee, Burleson and Henry, of Texas, Hay, of Virginia, Clayton, of Alabama, Johnson and James, of Kentucky, Aiken, of South Carolina, and Sulzer, of New York, are some of the Bryan adherents who will assist Clark in the domination of the new House.

"Republicans have awakened to the fact that Bryan is again in the saddle, booted and spurred. They see in this condition opportunity and promise for another serious division in Democratic ranks. . . . .

"The clash between the more conservative Democracy of Woodrow Wilson, Judson Harmon and their type, and the old Bryanism of the West may again engulf the national Democracy, in the opinion of experienced politicians. The dominance of Bryan in the House might go far toward pledging the Democratic party to a radical platform in 1912 and resurrect a representative of the thrice-beaten but ever persistent candidate from Nebraska."

Returning to the Baltimore rally, we learn that, even in its revised form, it is charged with explosive possibilities. Says a Washington dispatch to the *New York Sun* (Ind.):

"According to statements made here to-night the Bryan men are not entirely content with the plans for the rally. They look upon the Baltimore affair with suspicion and will attend it fully prepared for attacks on the Peerless Leader. Conservative Democrats who have hope of party success two years hence fear that the proposed gathering at Baltimore may be loaded with dynamite. They admit a possibility of the rally winding up with a fight that may result in Mr. Bryan taking the warpath."

Commenting in its editorial columns on Mr. Bryan's discovery of a movement to turn the Democratic party over to the predatory interests, *The Sun* says:

"Any Democratic victory is a 'move' to turn the party over to the 'predatory interests,' in Mr. Bryan's judgment. He is against Democratic victories. The late landslide alarms him. Dix, Wilson, Baldwin, and Harmon are all conservatives, and Mr. Bryan trembles for the country. The prospect of a majority of sixty-four in the House confirms his worst fears. He is a prey to the blackest forebodings. The landslide was started, directed, and precipitated by the predatory interests. Reputations of leading radicals are in danger. One of the Democratic Governors may have a commonplace administration devoted to economy and tax reform, and he may presume to consider himself a candidate for President and be taken seriously. Indeed, his election might actually follow."

## TOPICS IN BRIEF

TRUTH crushed to earth will rise again whenever the Colonel gets up from on top of it.—*Pittsburg Post*.

EVEN with the new rules in effect it is better to be on a football team than under it.—*St. Joseph Gazette*.

A FORMER Chicago newspaper reporter has become an Episcopalian bishop. There is hope for all.—*Cleveland Leader*.

COLONEL ROOSEVELT has found his voice. Malefactors of great wealth keep to the right.—*Los Angeles Express*.

THERE are now five States in which the women vote. In the others they merely control the voters.—*Los Angeles Herald*.

FOR some reason *The Outlook* and *The Commoner* have not as yet been included in the same clubbing list.—*Chicago Record-Herald*.

THE returns are now all in and it is found that the only States to show Republican gains were Mexico and Portugal.—*Los Angeles Herald*.

THE trend of literary people is to New York and London. Fifty-six Indiana counties have lost in population since the 1900 census.—*Minneapolis Journal*.

THE British House of Lords yells "compromise" as clearly as it can with the Commons and the nation sitting on its chest and feeling solicitously for its windpipe.—*New York World*.

A MOUNTAIN has been located in Alaska whose peak is 2,000 feet higher than the topmost peak of Mount McKinley; name it Mount Dingley, and look for one higher yet to name Mount Aldrich-Payne.—*Houston Chronicle*.

WITH the death of Tolstoy, Russia's excuse for existence appears to have disappeared.—*Brooklyn Times*.

CANADA wants to annex Maine. Too late. The damage is all done now.—*Cincinnati Commercial Tribune*.

MASSACHUSETTS would prefer its Lodge in some vast wilderness rather than in Washington.—*New York World*.

"I" is nominative and "ME" is objective, but just at present there is no possessive.—*Charleston News and Courier*.

MR. BRYAN says that Roosevelt is eliminated. Since when has Mr. Bryan decided that one defeat eliminates a man?—*Cleveland Leader*.

"AMERICAN DOLLARS" have become as portentous a bogey in British politics as "British gold" used to be in American.—*New York World*.

TWO Republicans were elected to the Texas Legislature, and the tone of the Texas press shows it feels the disgrace deeply.—*Los Angeles Herald*.

JACK JOHNSON is suffering from a nervous breakdown. No blame attaches to the distinguished Californian, Jim Jeffries.—*San Francisco Chronicle*.

A NEW YORK woman gives her opinion that her daughter should be able to live on \$20,000 a year. The cost of living in New York is evidently moderating.—*Buffalo Express*.

MR. ROOSEVELT makes it clear that he does not regard the result of the recent elections as a final answer to the old question as to what we shall do with our ex-Presidents.—*Kansas City Star*.





## PROSPECTS OF A REPUBLIC IN SPAIN

SPAIN, instead of longing for a republic, has had enough of that sort of thing, and regards Portugal more with pity than envy, declares the Madrid correspondent of the *Kreuz Zeitung* (Berlin). The Spanish people remember what Madrid suffered under Serrano and Castelar, when they witnessed, amid general confusion, bloodshed, and financial dis-



EVERYTHING HARMONIOUS.

Anybody who thinks Alfonso is hostile to Premier Canalejas and his radical program will find nothing here to indicate it.

trepreneur, the flimsy house of cards tumble to the ground, and saw the constitutional monarch brought back to the Palace and the Parliament at the head of his troops. This correspondent goes pretty fully into the question and tells us of Spain's experience in the past when its republican government fell to pieces from a want of harmony. Two things are needed by the Republicans if they would succeed in a revolution, namely, an army and money, neither of which they now possess. Besides, the people trust their King and Queen, and the Army idolize these sovereigns. Canalejas is also popular and is succeeding in modernizing things in harmonious collaboration with Alfonso, who is a modern king. To quote the correspondent's words:

"The proclamation of a republic succeeded in Portugal, and people are beginning to say that Spain will next be donning the Phrygian cap. But they will soon find out that their expectations are vain. . . . The impression that a revolutionary outbreak in Spain is likely to occur in the near future is largely confined to foreign countries, and a few days ago the false report of barricade fights in the streets of Madrid was spread abroad by speculators in the money market, and gained wide credence."

The geographical position of the country seems to favor these idle rumors. Situated as Spain is between three republics, there

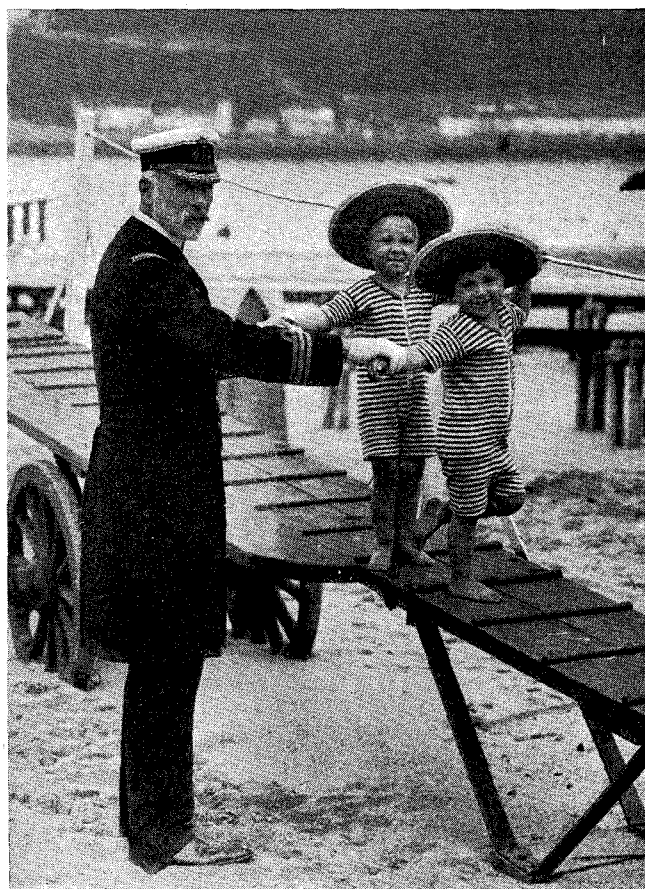
is nevertheless no general desire to change the monarchical for the democratic form of government, says this writer. As he puts it:

"Spain is to-day the only European Power bordered by three republics, France, Portugal, and—Andorra! At first sight it would seem beyond a doubt that a monarchy could not be long maintained in the land. But why should that be the case? The Spanish people have no ground of complaint against their King. Don Alfonso is a strong constitutional ruler quite up to date in modern ideas. He and his Queen enjoy the utmost confidence of their people and are extremely popular. The Army adores the King and forms an immovable buttress to his throne. And in Spain a revolution without the cooperation of the Army is an utter impossibility."

This writer reminds us that sixteen years ago there was a republic in Spain, and the ex-President of this republic wrote in his journal *Nuevo Regimen* (Madrid) that "money and soldiers" were needed for a revolution, as Spanish Republicans would not follow civilians:

"The prospects of the Republicans since then have not been any brighter. They have knocked at barrack gates in vain. No success whatever has crowned their efforts and they are quite destitute of financial resources. They have neither a recognized leader nor a united program. . . ."

"Of course I don't mean to say that the Spanish Republicans form a negligible quantity. Under the maladroit government



TWO SPANISH KNIGHTS OF THE BATH.

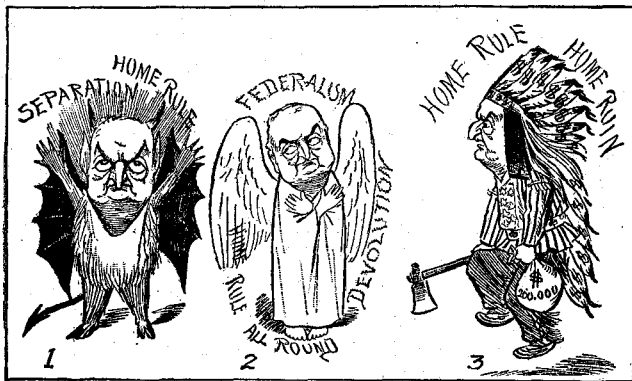
The Prince of Asturias, heir apparent, and the Infante, Don Jaime, in bathing suits at San Sebastian. Both inherit the delicacy of their Bourbon sire rather than the robust strength of their English mother.

of Maura, they grew very formidable and their most extreme elements were gathered into a kind of unity. They allied themselves with the Socialists, and the result of the last elections brought fifty Republicans into the Chamber. Among the causes which resulted in strengthening the Republicans two were especially noticeable; one was the resignation of Maura, and the other was the reopening of the Morocco question with a prospect



of renewed war in Africa. Neither of these eventualities is likely to influence the present situation of things. Canalejas and his Cabinet enjoy the fullest confidence of the King and the Parliament. . . . .

"The negotiations between the Government and Elmokri, the most powerful Sultan in those parts, have been brought to a harmonious conclusion so that the reopening of the unpopular



REDMOND'S TRANSFORMATION.

No. 1.—Mr. Redmond as the Conventional Home Rule Bogy. Nineteenth century.

No. 2.—The Lucid Interval—a sort of an Angel. Three weeks ago.

No. 3.—The Two Hundred Thousand American Dollar Fiend—the latest phase. Just arrived.

—The Westminster Gazette (London).

Morocco question is no longer to be dreaded. The vast majority of the Spanish people regard with skepticism the rosy vision of the Republicans. People remember that after the abdication of King Amadeus in 1873 a Republic came, but developed into something quite disappointing. Things are much in the same tangle now in a party where the Republicans can not agree upon any particular form of government. All the factions of the party have different ideals, which they contend for even to the knife. . . . Above all, the uncurbed passions of party strife, the bloody uprisings, the abuses of dishonest office-holding, the mutiny of those under authority, caused universal anarchy. Spain remembers well that reign of terror and has no desire to see it return."—*Translations made for THE LITERARY DIGEST.*

**JAPAN'S NAVAL FEVER**—Japan seems to be deeply bitten by the dreadnought craze. In her naval budget for 1911-12 she appropriates \$43,050,000, a significant increase on the appropriation of \$17,600,000 for 1909-10. Figures issued in Washington show that Japan has made practically no naval advance in the last year, but has now suddenly awakened and is planning a monster program for the year to come. Our own naval appropriations for 1910 were \$137,000,000, and the estimate for 1911 is \$126,000,000. Baron Sakatani, for some time Minister of Finance, writing in the Tokyo monthly *Taiyo*, declares that "Japan, whatever the actual condition of her finances, is bound to expand her Navy." He talks of "the present apparently unavoidable situation which requires a powerful navy as a guaranty of peace."

His words seem rapidly to have produced their effect, for as a matter of fact Japan is at present providing for the construction of the largest war-ship in the world. We quote as follows from *The Evening Standard* and *St. James's Gazette* (London):

"We are officially informed that the Japanese Government has placed an order with Messrs. Vickers, Sons, and Maxim for a huge dreadnought cruiser.

"Her cost will be the record figure of two and a half millions [\$12,500,000].

"The vessel will be laid down immediately at Barrow-in-Furness, and is expected to be completed in just over two years.

"The new ship will be officially designated a battle-ship cruiser. Her tonnage will be between 27,000 and 28,000, or larger than any war-ship at present under construction for any navy.

"Messrs. Vickers, Sons, and Maxim will construct the engines, armor, guns, and gun mountings, as well as the hull.

"Altho the vessel, when completed, is expected to be the most powerful armored war-ship in the world, the details of her armament are for the present being treated as confidential."

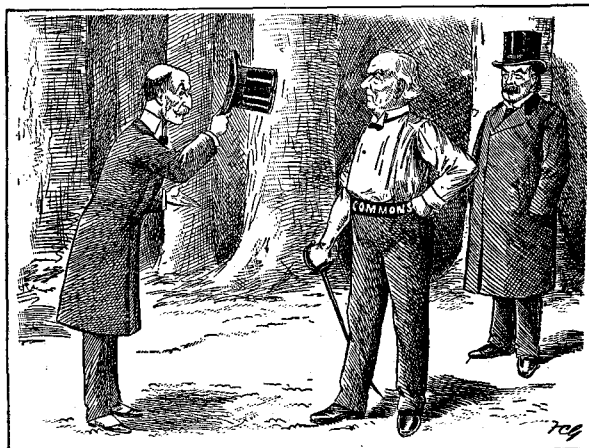
## THE BRITISH PEER AS A "PICKED MAN"

MR. RUDYARD KIPLING, imperialist and monarchist, whose ideas have been embodied in prose and verse, rushes into the fight in defense of the Lords as a body of intellectual and moral *élite*. They are "the picked men" of the nation, he says in a recent speech at a mayoralty banquet in Brighton. By the law of evolution, he thinks, they transmit their qualities to their descendants and this warrants the principle of hereditary rank. "Our fathers," he adds, "created the State; the State did not create our fathers." Therefore the State has no right to unmake its makers. Rank and legislative power thus originated, and our fathers said, according to Mr. Kipling:

"Let the son of the picked man succeed to his father's place in the Council when his father dies.' They knew that the son of a picked man, if he is any good at all, is often very valuably equipped with the results of his father's experience. . . . If such a man were no good, our ancestors knew he would disappear more quickly from the assembly of the picked men than he would from an ordinary crowd."

All this is challenged by Mr. G. K. Chesterton in *The Illustrated London News*, and he derides any such idea of selection. This is what he says:

"In a recent utterance Mr. Kipling set himself to defend the hereditary principle in English politics, especially in the case of the House of Peers. There is a vast deal to be said for the House of Peers; there is far more (a monstrous amount) to be said in favor of the hereditary principle. The real argument for the hereditary principle is that it is in one sense democratic. It is the exaggeration and extravagance of a common human feeling. Every son looks back to his father; every father looks forward to his son. There is also a great deal (tho far less) to be said for the existing House of Lords. The real argument for the House of Lords is that it is in one sense democratic. It consists of a huge number of entirely ordinary and accidental men. Any of these dull men might, perhaps, have been respectable enough to be summoned on a jury; none of them, perhaps, would have been so ambitious or wicked as to be elected for the House of Commons. If I defended the Peers, it would always be the Peers who do not attend. The stupid Peers are a genuine English gentry; I would trust them with many things. The clever Peers are mostly mere adventurers; I would not trust them with a postage-stamp. Still,





DISHED!

JOHN BULL—"And may I ask how you arrived at this result?"  
 CHEF ASQUITH (with dignity)—"I am not at liberty, sir, to disclose the ingredients."  
 —Punch (London).



ALARUMS WITHOUT.

GENERAL ASQUITH (at parley of opposing commanders)—"Are those your trumpets I hear outside breaking the truce?"  
 GENERAL BALFOUR—"I shouldn't wonder. Anyhow, heaven knows it's not *my* doing."  
 —Punch (London).

## THE BRITISH CONFERENCE FAILURE.

élite among their fellows, they would ever come to the top. As he sees it:

"Mr. Kipling falls back upon the one argument which we all know to be untrue. He argues that in our society the best people come to the top. He calls them 'the picked men.' One is naturally inclined to ask, 'Who picks them?' In cold fact, they either pick themselves or are picked by even baser men who have passed in front of them. In a plutocracy it is always a case of picking—and stealing. But in the Kipling philosophy it is a case of gradual selection of the best. He solemnly assumes that the picked man will be the best man; he solemnly explains that the best man will probably bring up his sons in the best atmosphere. And he solemnly adds, with an elephantine credulity too colossal to be measured, that if the man is not fit he will fall out of the race.

"Now everybody alive knows that this is all nonsense. Everybody knows that, morally speaking, all our modern struggle might be called the survival of the unfittest. The men who get to the top are not 'picked men.' They are not picked by God, which is merit. They are not picked by man, which is democracy. As every rational man of the world knows, they are picked by vanity and vainglory—by one vulgar fellow helping another vulgar fellow to a peerage, in the hope that he may get one himself. As a fact, in all English departments, the worst men are on top. I am sure most Jews in Petticoat Lane are nicer than most Jews in Park Lane. Among many other minor virtues, the Jews in Petticoat Lane are Jews. They profess and practise their religion; which is a fine thing. Our trades in this country are not, in fact, working so as to bring the best foremost. It is not the holiest and most high-minded greengrocer who gets the peerage; it is precisely the poorest-spirited and most crawling specimen in all that excellent trade."

The men who are at the top of the tree in England, the "picked men" are, according to Mr. Chesterton's "provincial faith in animal evolution," "the worst possible men that could be picked." He enlarges upon this thesis as follows:

"In politics (in so far as they follow Nature) slaves are as powerful as oppressors. Nature fires under the white flag. The whole object of Nature is to hide herself; she cowers and craves to be invisible. She tells her terrible lions to tone in with the tame hues of the desert; she bids her snowland bears be as innocently white as the snow. In the same craven spirit, evolution makes Lords so small that they disappear under a row of coronets, as under a row of extinguishers. In the same craven spirit, evolution produces M.P.'s so green that they become invisible on the green benches to which they cling. All this is,

indeed, evolutionary—that is, anarchic. But it is not the triumph of the brave; it is the wild triumph of the timid. The men at the top of the tree in England are the cowards who would climb a tree anywhere. They are at the top of the tree because they dare not trust themselves anywhere else. On sound evolutionary principles indeed, birds of a feather flock together. And when flocking with white birds, the white feather is the best one to fly."

RUSSIA'S GHOSTLY NAVY—The naval estimates presented to the Duma for 1911 amount to a total of \$60,000,000, an increase of \$12,500,000 over the figures of last year. The personnel, exclusive of officers, is put at 47,215, an increase of 500 men. Yet both ships and men are largely non-existent. Real admirals draw real pay, but only command imaginary fleets and squadrons of phantom ironclads, long ago sunk or captured by the Japanese. The London *Standard* says that the Duma is to make an appropriation for "the maintenance at full ratings of all the higher ranks of the service whose utility passed away with the loss of the Russian fleet at Tsushima."

This writer continues:

"For example, the Pacific command now consists of a third-rate cruiser and a score of small-fry, gunboats and submarines. Yet the old divisions, each under its commander and staff, are still kept up, and of these 'divisions' there are four in the Pacific command. Thus the naval equipment of Russia in the Far East in the coming year will consist of one ship afloat, divided into four 'divisions,' located at as many naval stations, each station being provided with a full staff of officials on full pay!"

Commenting on these facts *The Anglo-Russian* (London) bitterly remarks:

"Russian ships and various offices have existed in imagination only on previous occasions, too, and this reminds us of the whole Russian budget for 1910, which is declared officially as the first for about eighteen years which shows a surplus. But is not this an admission that all the surpluses which have been regularly shown in previous years were purely fictitious? They say that one of the drawbacks of a lie is that the liar can not exactly remember it afterward, and is apt to contradict himself. But we should have thought that a Finance Minister of a great empire at least should put down his lies in black and white in his notebook, so as not to expose himself on a future occasion."



## JAPAN'S POOR BEGINNING IN KOREA

IT IS TOO early to pass harsh judgment on Japan's administration of Korea, pleads a Japanese writer who frankly admits that Japan has made something of a mess of it in Korea so far. England has not produced an Eden in India or Egypt, after many years of control, while Japan has been administering Korea only three years, this writer reminds us. "It would have been truly wonderful," says Mr. Kyoshi K. Kawakami, in the *Taiyo* (Tokyo), "if the Japanese could have in three years put every part of the intricate machinery of Korean administration in perfect working order," and he adds with a touch of Oriental sarcasm: "It was not given them to work such a miracle." Perhaps their critics could have done better. He adds:

"Indeed we can not help blushing when we reflect how little we have contributed toward the betterment of conditions in Korea, after such critics as Alfred Stead held us out before the Western public as the model of 'national efficiency.'"

The problem which faces the Mikado's Government, he says, is "how to teach men of another race voluntarily to accept and to assimilate a superior civilization imposed upon them from without." "It is the same question which America is trying to solve in the Philippines, and England in India and Egypt." He admits that Koreans have been oppressed and outraged by certain Japanese immigrants—greedy "carpet-baggers" and money-lenders or low-class laborers, but it is not the Japanese Government that is to blame. One method of fleecing the Korean consisted in lending him money on mortgages for sums much below the value of his rice lands, yet bearing high interest and made for short periods; so that when the debtor failed to pay on the first date, the creditor lost no time in foreclosing the mortgage:

"Not less reprehensible was the conduct of low-class laborers. Puffed up by the notion that their country vanquished one of the greatest military Powers of Europe, they vented their arrogance and their contempt for the Koreans by bullying and bluster. They apparently believed that they were, by right of conquest, entitled to handle their native neighbors as they pleased. It never dawned upon them that their acts were calculated to hinder the good work of the Residency-General by alienating the sympathy of the natives as well as of foreign nations. Had it not been for the detestable conduct of this riffraff, Japanese rule in Korea would not have been made the target of scathing criticisms."

A better class of Japanese settlers, however, are gradually taking up their residence in Korea, and they are thus described:

"As the country resumes its normal condition, and as the Japanese authorities settle down to the arduous task of internal reforms in Korea, the objectionable element of the Japanese population there is gradually being weeded out, while the newcomers from Japan are of a law-abiding, industrious class, following their trades peaceably and legitimately without trespassing upon the rights of their native neighbors."

This Japanese writer asks the public to wait awhile before passing final sentence on the administration of Japan. Rome was not built in a day, and only the prelude of the great annexation drama has as yet been performed. "The last five years of the Korean administration have been unsatisfactory"; but "let us see the following performance and criticize it." He admits Japan's "sad failure in Korea," and believes that what Japan is going to do she could have done very well, if she "had been wiser and stronger, under the former form of Japanese protectorate." He declares frankly:

"It is sad to review the history of failure during the last five years; only one good result I may gain from such an exposure is to convince you that we have never played the rôle of hypocrite for the Korean affairs. We do not think that the annexation was a diplomatic triumph; as I said before, it is only the true confession of our sad failure in Korea."

"Now the prelude, long and tedious, is over, and we feel ashamed that we could not show any art in it. But pray, give us time; we might do better in the real performance! It is just now beginning."

One great drawback in dealing with Koreans, both in business and litigation, springs from the fact that the Japanese merchants and lawyers do not know the language of Korea and have to employ the services of interpreters, often the lowest and basest of rogues who pervert the truth to their own profit. The Japanese Government is doing its best to find out and deport any such undesirable immigrants. The regulations at present in force are thus characterized:

"These regulations authorize the local Japanese residents to take official cognizance of any Japanese who may have no fixed abode or means of livelihood, or who is guilty of unruly behavior or intemperate language. Further in selling or purchasing property or articles, as well as employing labor, the regulations forbid any undue depreciation or appreciation of price by means of violence, threats, or fraud. They also prohibit any person from obtaining repayment of a loan by acts of intimidation, deception, or restraint of the debtor's personal liberty; from lending money or articles at usurious rates of interest; and from engaging in agency work for an exorbitant commission. Any Japanese violating these provisions is liable to a fine of from 50 yen to 100 yen [\$25 to \$50], or to imprisonment varying in term from three months to one year."

While this candid and conscientious writer readily admits the faults and deficiencies of the Mikado's Government in their administration of Korea, he also blames the new subjects of Japan, without, however, specifying their faults. He concludes with a bitter reflection on the Koreans and a pessimistic estimate of Japan's outlook in her new possessions, and declares:

"I think nobody ruins Korea but the Koreans themselves. And I have no hesitation to declare that such are not interesting people at all to welcome as our brothers. There is nothing dearer than failure; I am afraid that we are going to pay an extraordinarily high price for our failure of the Japanese protectorate in Korea. Optimism is always healthy, but you know that pessimism often tells more truth."



A QUEEN WHO IS VIRTUALLY A PRISONER.

Lady Om, Ex-Queen of Korea, with the wife of the Japanese Ex-Resident-General of Korea and her two children. Lady Om, says the *London Sphere*, which publishes this picture, was formerly an ordinary attendant in the palace at Seoul. The Emperor, attracted by her beauty, made her his second wife, and, on the death of his first wife, she became Queen, her son becoming Crown Prince. Since the annexation of Korea by Japan, all the members of the royal family have been set aside. They are now, to all intents and purposes, prisoners in small portions of their palaces.



## A NEW METAL FOR TOOLS

**A**PPARENTLY we need not fear that the world will be deprived of cutting-tools when the supply of iron gives out. It has been discovered that an alloy of cobalt and chromium is an excellent substitute for steel and has in addition one valuable property that steel does not show—it will not rust or tarnish. Elwood Haynes, the inventor, describes this interesting alloy, which he has named “stellite,” in *The Scientific American Supplement* (New York, November 19). It is apparently not yet in shape to be manufactured commercially, but has fascinating possibilities. Mr. Haynes notes at the outset that there is just one serious objection to steel, as an element for cutting-instruments, and that is its susceptibility to corrosion or rust. No matter how highly finished a steel tool may be, constant vigilance is necessary to protect it from rusting. There is thus plenty of room for Mr. Haynes’s new metal. We read:

“There has been much discussion regarding the conditions which bring about the rusting of iron and steel, but it is not my purpose to consider these conditions, but to consider a new alloy which not only rivals steel in cutting qualities, but also possesses a resistance to atmospheric influences which is perhaps equaled only by gold and the metals of the platinum group. . . . .

“When the arsenide [of cobalt] was found in large quantity in and about the town of Cobalt, Ontario, in connection with the mining of silver, an over-production of cobalt ore soon occurred, as this substance became a by-product in the mining of silver. An outlet for this material was sought in vain, as no practical use could be found for either the metal or its compounds, aside from those mentioned above.”

About 1895, Mr. Haynes goes on to say, he made some experiments on alloys of nickel with iron, chromium, etc., and a few years later he added a small amount of aluminum, making a hard, brittle metal, which could not be worked under the hammer, altho he made from it a pocket-knife blade which showed fair cutting qualities, and considerable resistance to atmospheric influences. A little later he produced a combination of chromium and cobalt, which, notwithstanding great hardness, showed considerable malleability, and it occurred to him that the alloy would be suitable for cutlery, if it could be obtained in sufficient quantity. To quote further:

“Shortly after making these experiments I was called actively into the automobile business, and did not make further experiments on either of these alloys for the next three or four years. I then took the matter up for ignition metal, and succeeded in making both alloys in considerable quantity. . . . The fusions were first made in an electric furnace, but afterward I succeeded in melting the metal in a small furnace of special construction, operated by natural gas. After some experimenting

I became able to melt the metal to a perfect fluid, and cast it into bars ranging from  $\frac{1}{4}$  inch to  $\frac{1}{2}$  inch square. I found that the metal worked readily at a red heat, tho it showed a tendency to check at the edges when hammered out into strips.

“After some experimenting, I was able to produce metal that would forge out perfectly into thin strips, which showed no tendency to check. After cooling, these strips were as hard as mild-tempered steel, and could scarcely be scratched by a file. A kitchen knife-blade was made from this material, and used for all sorts of purposes, such as are known only to the culinary art. After two years of use, it showed not the faintest sign of tarnishing, and if held in the sun, it produced a reflection that would dazzle the eye.

“In color, the metal stands between silver and steel, and if suitably polished, it shows a high luster. I have thus far made no physical tests of the forged metal, but a cast bar showed an elastic limit of 79,000 pounds, an elongation of 3 per cent., and an ultimate strength of 96,000 pounds to the square inch, cross section. A test was also made of the modulus of elasticity of the material, which was found to be fully equal to that of steel. These tests were made on one of the first bars produced, and I am pretty well satisfied that much higher results could now be obtained. . . . .

“Notwithstanding the great hardness of the alloy, it not only forges readily at a red heat, but

can be bent at a right angle cold, either in the form of a cast or forged bar, provided the dimensions do not exceed one-fourth inch square. Its elastic limit is not quite equal to that of tool steel of the same hardness, but it is much tougher. Samples can also be made showing much greater hardness than those described above, but the breaking strain and elastic limit will, under these circumstances, closely coincide.

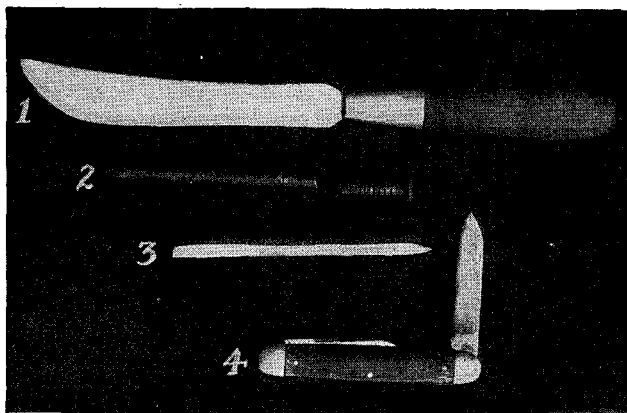
“Blades made from the alloy take a fine cutting edge, which is particularly smooth, tho capable of excellent cutting qualities. A razor was made of the cast material, which has now been employed for nearly two years, and has been used for shaving purposes hundreds of times, but shows no signs of wear. It is not equal to a good steel razor, since it requires more frequent stropping. It takes, however, a very smooth, keen edge. I am satisfied that the metal I am now able to make would show considerably better results for this purpose.

“While I do not recommend the alloy as yet for cutting metal, it has shown some remarkable capabilities in this line, especially for a non-ferrous alloy. A small chisel, about one-fourth

inch square, will readily cut a twenty-penny wire nail in two, without marring the edge of the tool. A lathe tool made from the alloy with certain modifications, is capable of cutting ordinary steel at a very high rate of speed. A test was made against high-speed steel, and it was found that the stellite tool would cut a continuous shaving from the bar, at the speed of 200 feet per minute, while the high-speed alloy steel tools failed almost instantly. It does not of course follow from this that the alloy is better suited

for high-speed lathe tools than good alloy steel, but simply that it will stand a higher speed without ‘burning.’

“The coefficient of expansion of the alloy has not yet been determined, but it is probably quite low, approximating pretty closely that of glass, since a small stellite wire can be sealed into a glass tube, making an air-tight joint, without cracking the glass.”



Illustrations used by courtesy of “The Scientific American.”

### TOOLS MADE OF STELLITE.

No. 1 is a stellite steak-knife; 3 is a chisel that cut the nail (2), and 4 is a stellite pocket-knife. This material is not yet superior to steel for tools, but has interesting possibilities.



STELLITE LATHE TOOL AND SHAVINGS.

Shavings cut from a bar of steel running at such a high rate of speed that high-speed steel failed quickly.



## A "TRACKLESS TROLLEY" IN AMERICA

LAST APRIL we quoted a description of a "trackless trolley" in Germany, and under the picture of it wrote the words: "What we may soon see in this country." The article and picture caught the eye of people in Los Angeles who happened to need just such a device, and now we learn that a "trackless trolley" has been in operation near that city for two months, with "entire satisfaction." Mr. R. W. Shoemaker, an electrical engineer of Los Angeles, is the constructor of this line that will reduce his brother shoemakers' business. He writes:

"From an article in THE LITERARY DIGEST of about a year ago on the trackless trolley in Germany, was conceived the idea of using one in Laurel Cañon, near Los Angeles, from the end of the Los Angeles Pacific Railroad at the foot of the cañon to 'Bungalow Land,' a real-estate subdivision in the heart of the mountains. The mile and a half of cañon road is mostly curves, there being only about 1,000 feet of straightaway, and the grade ranging from 5 to 12 per cent., hence this road is well suited to test the practicability of the system. The cars, however, glide around the curves with marvelous ease, first on one side of the road and then on the other. Germany's experience with the trackless trolley has been that they are best suited for use in steep mountain grades, where speed is not essential. On the Laurel Cañon route a maximum of 25 miles an hour is possible where the road is straight, but 10 miles is all that is attempted on the curved portions of the line.

"Automobiles were used for transportation previous to the installation of the trolley, but these were too uncertain and, owing to the grade, too expensive to maintain. The expense of constructing a track and overhead as for a regular system would have been excessive, and it would also have ruined the road for automobiles, as it is a pass in the hills, and it would also have marred the scenic effects, which are especially attractive in this locality. For these reasons the trackless trolley is the logical solution, as it combines simplicity, reliability, and economy, both in the first cost and in maintenance.

"Two 'buses were fitted with especially designed and constructed motors of 15 horse-power rating, 500 volts, each motor driving one rear wheel by chain, thus eliminating the differential. The control is by means of a series parallel controller mounted on the dash, to the left of the steering wheel, the reverse switch being separate under the driver's seat, and operated by a handle to the right of the wheel. The usual expanding and contracting brakes are fitted as in the regular automobile.

"The trolleys are mounted on the roof of the 'bus, as seen in the accompanying picture, approximately 24 inches back of the front axle and spaced 48 inches apart, which is the spacing of the trolley wires. The poles are of wood, 15 feet long, and carry a special swiveled form of collector at the end, which is arranged to slip off without damage in case the pole should leave the wire and the collector catch on the overhead. These trolleys allow a total variation of 11 feet on each side of the center of the roadway, and at slow speed will operate when making a horizontal angle of 75 degrees with the trolley wire

and will also allow the car to be completely reversed in direction under the wires without change, altho it is of course necessary to turn the poles after the car has turned and before it can proceed, as the poles are crossed and projecting forward. The trolley wires are suspended from pipe arm brackets fastened to the telephone poles along the road. The cars always obey the rules of the road and pass to the right of approaching vehicles regardless of the location of the trolley wires.

"The system has been in operation now for two months and gives entire satisfaction."



A TROLLEY CAR THAT CAN "TURN OUT."

This style of vehicle has been found to be just the thing for a narrow steep road in Laurel Cañon, near Los Angeles.

## A CIGARET-BEETLE

THE LATEST insect pest is one that luxuriates in tobacco; so smokers must beware. If the beetle limited its attentions to cigars, as its name would indicate, it might not be an altogether unwelcome guest, but apparently it takes its weed wherever it finds it, and in any shape or form, from shag to fine-cut. Antitobacco reformers may make friends with the beetle or not, according as they regard it as the foe of nicotin, or as a practical demonstration of the harmless qualities of that substance. A writer in *The British Medical Journal* (London, November 12) quotes a late report of the medical officer of the city of London recording a case in which some rooms, used as a dwelling-house and situated over a warehouse, had to be vacated in temporary favor of a swarm of tobacco beetles, with whose enjoyment of their captured quarters sulfur dioxide did

not appear materially to interfere. We read:

"The invading force was traced to some bags of turmeric stored in the basement close to some open windows; the bags were honeycombed with maggots. Eventually the beetles were identified as belonging to the species *Lasioderma serricornis*. It is one which, in common with its first cousin *Lasioderma testaceum*, has a particular interest for smokers, since, as the incident shows, these beetles are not very particular as to their surroundings, their favorite home is tobacco in the form of cigars and cigarettes. Mr. Theobald, of the British Museum, drew attention to their existence some seven years ago, pointing out that they had been found most frequently in Burma cigars and in Manila cheroots, but were almost cosmopolitan and ready to attack most dry vegetables. The egg stage lasts from eight to sixteen days, while the grub stage, which normally occupies six weeks, may last for a year or more. The pupal stage is short, only about eight days. The development of the larvæ is hastened or retarded by heat and cold, and the developed beetles normally live about two months. Damage is done alike by larvæ and beetles, and since a single tunnel into a cigar or cigarette is sufficient to stop its drawing, quite a small number of beetles and their larvæ may suffice to destroy a whole box or boxes of cigars or cigarettes. Mr. Theobald on the occasion mentioned stated that when a box or case of cigars was found infested with the larvæ of this beetle, further development of the mischief could be checked by bisulfid fumigation. . . . We have no doubt that the fumigation would be effective, but a mixt flavor of tobacco and carbon bisulfid does not sound attractive."



## THE COST OF MANUAL LABOR

THE ECONOMICAL man who notices that he tends to eat more when working than when he is idle may infer that he can save money by quitting work. It is true that his "cost of living" would be less, and a French authority has recently gone to the trouble of figuring out how much the man would save, and has read a paper on the subject before

the French Association for the Advancement of Science. As we do not read that any members of the Association decided to abandon work after hearing the paper, it may be safely supposed that the report of the learned investigator did not favor indolence as the true road to wealth. And in fact, upon glancing over his findings, we see that in the case of the particular workman studied, the investigator discovered that the cost of the extra nourishment necessary for the day's work was only one-fifteenth of the man's total salary. So this ray of hope disappears. Says a writer who describes the investigation in a rather



HOW NOT TO DO IT.

The growing tissue can not overlap this filling.

technical style in the *Revue Scientifique* (Paris):

"Mr. A. Imbert has made this evaluation with considerable precision in the particular case of a messenger. This man spends for his personal nourishment a daily sum averaging 17 cents, and the food consumed furnishes him with 3,200 heat-units in every twenty-four hours; thus a heat-unit costs him .0053 cent.

"As many physiological experiments combine to fix at 2,300 the daily number of heat-units necessary to the organism at rest, the work done therefore required 900 units. . . . .

"On the other hand, the efficiency of the human machine is on the average one-third; the expenditure of heat-units necessary for a work of this kind is therefore about 990, which is not far from the 900 units found above by the other method. Adopting the mean of these two numbers, or 945 heat-units, it results from the alimentary data furnished by the messenger, that the 945 heat-units necessary for his work cost him about 5.1 cents. The man's daily wages were 76 cents, so that the cost of the extra food necessitated by the work was only about one-fifteenth of the whole."



Illustrations with this article used by courtesy of "Country Life in America."

GOOD TREE DENTISTRY.

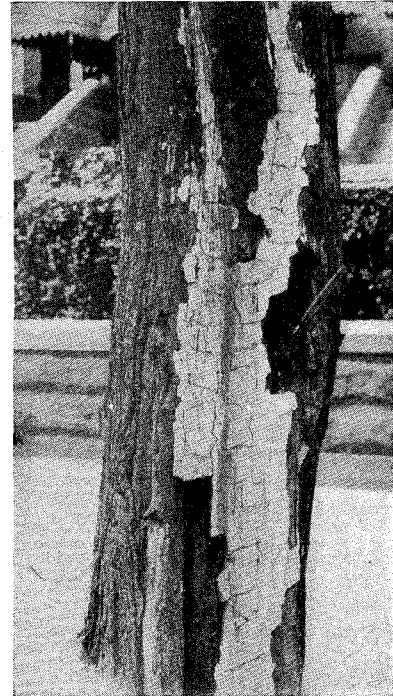
## GOOD AND BAD TREE-DENTISTRY

TEETH and trees have this much in common—they are both growths that are liable to decay and need care to preserve their strength and good looks, especially in old age. This is being realized nowadays, and fine old trees in parks, streets, and private estates, that would once have been left to rot and fall, are now so treated as to have many years of life before them. Choice of a tree-expert, however, is quite as important as that of a dentist. Mr. J. J. Levison, arboriculturist of the Brooklyn Park Department, tells us in *Country Life in America* (New York, December) that much "tree-surgery" is worse than useless. There are ignorant and incompetent tree-surgeons about. Says Mr. Levison:

"Judging from the frequent cases where highly expensive operations are entered upon with absolutely no experimental verification or scientific reasoning to support them, or where unimportant matters in tree surgery are given preference to highly important treatments, there seems to be a call for better knowledge or for more discriminating judgment in some phases of the subject. To illustrate, I will cite some instances which recently came under my observation. At the top of the page [is shown a vain attempt to replace bruised bark with cement. This was repeated on hundreds of trees at a vast cost and with utter failure. The person responsible for this work did not understand the purpose of filling a cavity, for, had he known that the filling should be put there to prevent moisture from lodging within the cavity or to furnish a support for the growing tissue to roll over, he might easily have seen that in

this instance there was no chance for moisture to lodge on the perpendicular smooth surface, and that the exposed wood furnished ample support for the growing tissue to roll upon. The application of a little coal-tar to the exposed wood would have been all that was necessary. The cement covering, however, merely favored decay, and when the growing tissue on each side of the wound began to extend, it pushed the cement out and left it in the condition shown by the accompanying photograph.

"Another unsuitable method which I have seen in several places is to cover diseased cavities in the trees with tin, allowing all decayed wood and fungous



ONLY MAKING IT WORSE.

Replacing bark with cement encourages decay.





growth to remain undisturbed within. Now, no one would think of filling a cavity in a tooth without first removing all decayed matter from the interior of the cavity and then washing it with some antiseptic solution. Still, here were similar operations tolerated on trees with utter disregard for these fundamental principles. The tin coverings did more harm than good, because they merely shut out the sun and wind and added more dampness to the interior, thereby favoring every possible development of disease.

"A still later instance occurred where the owner was investing a large sum in filling cavities in chestnut-trees that were at the time badly afflicted with the chestnut disease. The operator should have recognized the presence of the disease; he should have known that there is no remedy for it, and that the speedy death of these trees was inevitable. As it happened, the trees soon began to die, and the impracticability of the treatment became evident.

"One can not safeguard himself against the tree expert any more than in the case of any other professional man. A good deal must be trusted to his skill and knowledge, but one can help matters considerably and always avoid serious mistakes if he will learn the fundamental principles of the work, so as to tell the doubtful from that which is positive, and to recognize the expert from the mere mechanic."

The fundamental principles in tree surgery, the author goes on to tell us, embrace three distinct operations: filling tree cavities, pruning and protection of surface wounds, and supporting branches which show a tendency to split. He says:

"Cavity-filling is necessitated by improper tree pruning and neglect in dressing wounds. Where the trees have been properly cared for from their early start, cavity-filling has no place at all. In old neglected trees, cavity-filling is justifiable only where it can serve the practical purpose of eliminating moisture and *where every trace of diseased wood can be thoroughly removed before the filling is inserted.*"

All this necessitates skill and knowledge, and pruning must likewise be under the charge of some one who knows how to do it. Far more injury, Mr. Levison says, has been done by excessive pruning than by omitting it altogether. The same may be said of the third fundamental operation—the support of limbs to prevent splitting. Says Mr. Levison:

"A very injurious method of accomplishing this end is frequently resorted to, where each of the branches is bound by an iron band and the bands are then joined by a bar. The branches eventually outgrow the diameter of the bands, causing the latter to cut into the living tissue and destroy it.

"Another method of bracing limbs together consists in running a single bolt through them and fastening each end of the bolt with a washer and nut. This method is better than the first because it allows for the growth of the limbs in thickness. A still better method, however, consists in using a bar composed of three parts. Each of the two branches has a short bolt passed through it horizontally, and the two short bolts are then connected by a third bar. This arrangement will shift all the pressure caused by the swaying of the limbs to the middle connecting-bar. In case of a wind-storm the middle bar will be the one to bend, while the bolts which pass through the limbs will remain intact. The outer ends of the short bolts should have their washers and nuts slightly embedded in the wood of the tree, so that the living tissue of the tree may eventually grow over them in such a way as to hold the bars firmly in place and exclude moisture and disease.

"A chain is sometimes advantageously substituted for the middle section of the bar, and in some cases, where more than two branches have to be joined together, a ring might take the place of the middle bar or chain.

"Bolts on a tree detract considerably from its natural beauty, and they should, therefore, be used only where they are absolutely necessary for the safety of the tree."

## THE PROMISED LAND OF SCIENCE

THIS is the somewhat flattering name that Dr. Joseph Grasset gives to occultism in his book on the subject, recently translated under the title "The Marvels Beyond Science" (New York 1910). The word "beyond" may possibly mislead some readers; the author does not mean that the so-called occult facts are hopelessly outside the domain of science; he regards them as belonging to a domain that it has not yet entered. Science is constantly attempting, he says, to approach and invade this "promised land." In summing up his conclusions at the end of the book, Dr. Grasset clearly distinguishes the occult phenomena of which he treats (clairvoyance, telepathy, premonitions, etc.) from miracles and from the traditional science of the magi and of theosophy. The former, he says, are "prescientific"; the latter are and will always continue to be quite out of the range of science. We read:

"That which makes the difficulty of studying occultism and retards our progress is, on one side, the complexity of . . . phenomena which are not easily capable of repetition at the will and in the laboratory of the explorer; on the other side, the necessity of always having a medium in order to make experiments and, consequently, the frequency of fraud, conscious or unconscious, in these mediums.

"These difficulties are not, however, insuperable, and science is constantly making conquests in the domain of occultism and rendering a certain number of its phenomena no longer occult. Thus it happens that the boundaries of occultism are changing and constantly becoming narrowed, so that the occultism of yesterday is no longer the occultism of to-day.

"The phenomena which at present have been redeemed from the domain of occultism, and which constitute the occultism of yesterday, may be grouped under three heads: first, animal magnetism, now known as hypnotism; secondly, the involuntary and unconscious movements which are revealed in turning tables, etc.; thirdly, the sensation of [subconscious] memory, . . . resulting in false divination, hallucination and crystallogamy, reminiscences and false judgments; fourth, the association of ideas and imaginations which are cognizable in the trances of the mediums."

To study the occultism of the present day it is indispensable, Dr. Grasset asserts, to distinguish clearly between theory and fact, and particularly to steer clear of all philosophical or religious doctrines. The existence or development of these doctrines does not depend at all, he says, upon the solution which the future may yield to the unanswered questions of occultism. He goes on:

"The facts which used to belong to occultism may be divided into two groups; I., the group of facts whose demonstration, if it is possible, seems in their case to be very far off; it comprises (a) telepathy and presentiments; (b) communication between persons at long distances; (c) materialization; II., the group of facts the demonstration of which appears to be less out of our reach and ought at once to be investigated; it comprises: (a) mental suggestion and direct communication of all thought; (b) the movement of objects without human contact, levitation, and rappings; (c) clairvoyance.

"There is still another form of occultism to be discussed; there are occult phenomena which still remain far beyond the range of positive science and whose scientific demonstration has not yet been accomplished. But it is none the less evident that this demonstration is not rationally impossible, and it is reasonable that scientific men should investigate these grave questions. It is even their duty to study them, and we may



HE EXPECTS SCIENCE TO CONQUER OCCULTISM.

Dr. Joseph Grasset thinks we may look forward to the time when occultism will cease to be occult.



look forward to the moment when certain of these facts will cease to be occult and will be recognized as scientific."

In order to expedite this program, it is desirable, Dr. Grasset says, that experiments be conducted with rigorous methods.

## BY CABLE TO THE ARCTIC

A NEW story of man's struggle with the wild forces of the frozen North comes out in the account of the construction of the Alaskan Government telegraph line by the United States Signal Corps, as told by Mr. George E. Walsh in *The Scientific American Supplement* (New York, November 12). "Almost insurmountable difficulties" were conquered on land and sea, and for years the men battled with the climate and other perils "until their resources and nerves were taxed to the utmost." So while the completion of this line is a triumph in many ways, it shows particularly "what a small body of plucky individuals can do in a short time."

It must be remembered, Mr. Walsh reminds us, that prior to the Spanish-American War the United States had no cable whatever, and the Signal Corps men had no experience with cable-ships or grappling-machines. The world's cables were handled by English, German, or French ships and workmen. When the war with Spain broke out, the Navy and Army immediately felt the need of cable-cutting and cable-laying ships. The need was met in a strange way:

"The converted cruiser *Yale* one day captured the Spanish merchant ship *Rita* off the coast of Cuba. This minor incident of the war may have left no impression upon the minds of readers of the papers; but the *Rita* was destined to figure as a most important factor in the future triumphs of peace.

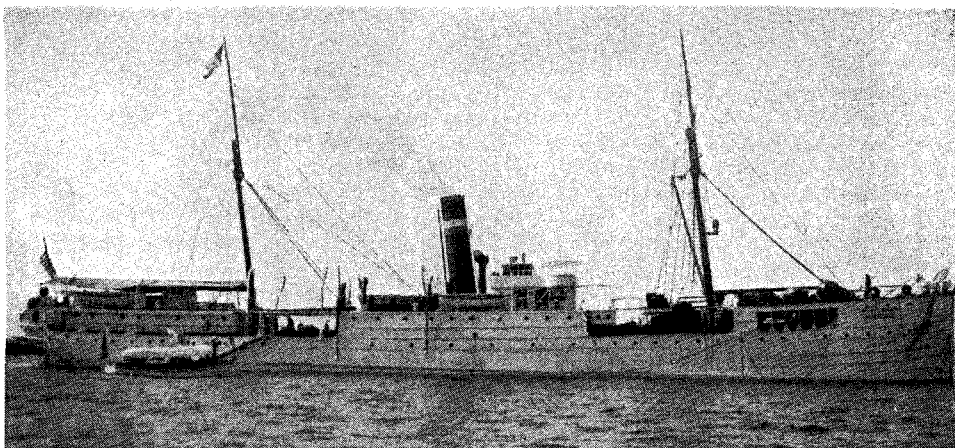
"She was remodeled as a cable-ship and rechristened the *Burnside*. It is this ship which has achieved such lasting glory for the Signal Corps service. After serving as a cable-ship off the coast of Cuba until the war ended, she sailed for the Philippine Islands. It was imperative that cables should be laid along the different islands of our new possessions in the Far East, and the *Burnside* proceeded to reel out hundreds of miles of cable.

"Over 2,000 miles of submarine cable were laid around Manila and the adjacent towns of the coast. The *Burnside* was then brought home and finally commissioned to lay the Alaskan cable. Altogether she has laid over 1,500 miles of cable. It is estimated that at the end of 1904 the United States Government will have in operation over 3,500 miles of submarine cables, nearly one-half of which were laid by the old Spanish merchant-ship *Rita*, or as she is now called, *Burnside*. This makes our Government the second in the number of miles of submarine wire laid and owned, exceeding the possessions of Great Britain and Ireland by over 800 miles, and about 1,500 miles less than the number owned by France. And this has all been accomplished within the few years elapsing since the Spanish-American War, and the *Burnside* has the glory of doing most of the work. Surely the triumphs of peace sometimes select strange agencies for the accomplishment of ends!

"The new all-American Alaskan cable was laid by the *Burnside* up the coast from Seattle to Skagway near the head of Lynn Canal. Branches were run to Sitka, the nominal capital of Alaska, and to Juneau, Haines Mission, and two other places along the coast.

"The Alaskan coast in winter is wild and rough, with the sea filled with great cakes of ice, and even in summer dangerous icebergs float down from the north. The *Burnside* encountered great difficulties in reeling out the cable. . . . When her work was finished, the cable was found to work perfectly, and Washington began to talk with the cities of Nome, Juneau, Sitka, and Dawson. . . .

"Meanwhile, strenuous work on land was being performed by the Signal Corps men who were commissioned to string wires across country to connect with the cable at different points. The difficulties of this work were in many respects greater than those encountered on the seas. Here was a wild, uninhabited country, thousands of miles in extent, swept by blizzards in winter, and soft and marshy in summer, across which wires had to be stretched strong enough to resist the storms of winter and withstand the floods and freshets of the short summers. The workmen had to carry their supplies of provisions with them, working weeks and months hundreds of miles away from any base of supplies. From Eagle to Valdez they followed the old Government trail 400 miles in length; but down the Tanana they broke entirely new, unexplored regions, and had to string the wires over snow a dozen feet deep, and then return in sum-



THE "BURNSIDE," CAPTURED FROM SPAIN TO LAY OUR CABLES.

mer to erect the poles. From Yukon to St. Michael they passed through 800 miles of the most inhospitable country, struggling against blizzards and storms that threatened to destroy them. Up from St. Michael through the Tanana, they worked in the heat of a summer that seemed greater than any that ever visited the tropics, and then to make matters worse a forest fire broke out in their rear and swept hundreds of miles of newly erected poles away."

When they reached Norton Sound, within sight of Nome, a cable across the sound was suggested. But for six months in the year the water would be frozen solid, and when the cold winter came the cable would be snapt like straw. The only possible solution was by wireless telegraphy:

"So, far up there under the Arctic Circle, a wireless-telegraph station was established. Long timbers were transported up the coast and across the country for masts to support the wires at the stations. Great quantities of electrical apparatus were carried to the station, and then the experiment proved a failure. The impulses across the sound were so slight that it seemed as if wireless telegraphy in that great, cold, northern country had lost its power. Other apparatus was shipped, and in time the long line to Nome was completed by the successful working of this last stretch.

"With the all-American Alaskan line completed, the question of maintaining it now comes up for solution. In the winter season the awful blizzards and snow-storms destroy the telegraph-poles and snap the wires so that interruptions are common. Relay stations have to be established at frequent intervals, and repair crews are ready to hunt up troubles with the wire at any moment. These repair crews are provided with dog-trains or reindeer sleds, and on these they cross miles of frozen country in the worst sort of Arctic weather.

"In the spring and summer the snow melts rapidly on the sides of the mountains, and the swollen rivers and streams inundate the country, washing away poles and tangling fallen wires. The repair crews must then in their summer outfits struggle against water, marsh, mosquitoes, and millions of other annoying insects. Often the ground in the valleys is so soft that the crew can not cross to reach the poles.

"Then again, upon the bleak mountain sides, and in the passes, the wind attains a velocity frequently of sixty miles an hour, and trees and telegraph-poles are swept down like chaff. How to protect the line from such storms is another problem."



# LETTERS AND ART

## BRITISH FAILURES TO PICTURE THE YANKEE

MARK TWAIN distrusted Bret Harte's miners. Mark Twain had been a miner and knew how they talked, but Harte had only heard about them without having been one himself, so his creations didn't ring true to one who had. If two Americans couldn't agree on an American type, what of a foreigner, who tries to catch and bottle any alien? "The British writer who attempts to adorn his tale with a 'sure-enough' Yankee character has before him a well-nigh impossible task," says Mr. Frank M. Bicknell in the December *Outlook*. One of his difficulties is that he is "usually quite disorientated." "He knows no north, no south, no east, no west; all Americans seem to look and talk alike to him." The Briton who puts the Yankee into literature, tho "aware that within the borders of his own small island may be heard many dialects (the cockney, the coster, the Yorkshire, Lancashire, Devonshire, Lowland and Highland Scotch—more varieties, indeed, of distorted English than one author could hope to reproduce successfully), yet makes little or no distinction in the speech of two Americans coming from widely separated parts of this much larger country." We read on:

"He is fatuously content to have his imitation Yankee stalk through the pages of his novel wearing the invariable slouch hat and goatee, and 'guessing,' 'reckoning,' and 'allowing,' with serene disregard of the fact that the man who 'guesses' lives hundreds of miles from the man who 'reckons,' while neither of them may ever have met the one who 'allows.'"

"Americanisms and more Americanisms, and, still more, all the Americanisms that can be got hold of, heaped high for good measure—such is the approved formula for the Yankee as he is written down in British fiction. And not the least curious feature of the queer business is that the supposed Americanisms are often inaccurate, awkwardly used, or wholly spurious. In one of his short stories Max Pemberton is responsible for these words from the lips of an American society girl on a visit to England:

"I'm right glad. . . . You're as pale as specters, I guess. . . . Fancy that, now! . . . You are my guest, I reckon. . . . And here you are, my word!"

"This comes near being a *tour de force*. Beside the unclassified 'pale as specters' we have the same speaker using idioms typical of New England, the Southern States, Old England, and, perhaps, Australia. Does it not suggest burlesque dialect comedy run riot? However, to do this author justice, he has acquired a 'later manner' which is much less open to unfavorable criticism. When he ventures almost across the Atlantic in a full-grown novel, he handles the American heroine with no mean skill, his most serious lapse being when he causes her to ask:

"Is there any Venezuelan ship that would harm a subject of the United States?" As if any free-born American—especially a proud and high-spirited Yankee girl—ever would speak of being *subject* to or of anything imaginable!"

Grant Allen and Andrew Lang are among those who probably were aware of the difficulty of the problem and so were cautious, trying by clever expedients to escape where unwittingly culpable:

"The late Grant Allen, who could do so many things and who did none of them badly, was not at his best when he tried to outline a typical Yankee; and probably he knew it, for he filled in the outline with a sparing hand. In the course of 'Miss Cayley's Adventures' we meet *Cyrus W. Hitchcock*, an American bicycle agent touring Europe on business bent. You can seldom lay your finger squarely upon a weak spot in *Hitchcock*, yet all the while you are on the edge of uncertainty as to whether the impersonation is going to be carried successfully to an end.

"The moment I seen you (he informs *Miss Cayley*) I thought we two could do a trade together. . . . You'll give these mein-

herrs fits. You'll take the clear-starch out of them. . . . You kin cycle. . . . That's so! you've hit it in one, Miss. Which will you take, a cigar or a coconut?" (The query being a playful allusion to that amusement called here the 'African dodger,' but known in England as a 'coconut shy.') A favorite adjective with *Hitchcock* is 'high-toned,' but he never succeeds in using it quite as a real American would; and when he speaks of 'putting in a show' for 'putting in an appearance,' he reminds us of the slip made by another British-made Yankee who declared that 'you have the *inside road*,' when evidently he meant 'inside track.'

"Mr. Andrew Lang, whose literary abilities extend in so many directions that he has humorously been accused of being a syndicate, shows his Scotch caution when he tacitly admits that he does not feel competent to deal with the Yankee dialect. Wishing to introduce an American girl into one of his stories, he makes use of an ingenious expedient. He tells us that she has been educated in England, but from motives of patriotism models her speech on a study of American humorists, which 'she (erroneously) believed to be the national idiom.' Mr. Lang informs us at the outset that it is 'obsolete and exaggerated'; then, having disarmed criticism, he goes blithely forward to treat us to such curiosities as, 'Your Tennyson has the inner tracks of our Longfellow; your Thackeray gives our Bertha Runkle his dust. . . . Guess they are scaly varminits. . . . Guess Poppa was 'cute. . . . Guess Poppa was not mean, not worth a cent,' etc. Canny Andrew! no sailing in uncharted and little-known waters for you! . . . . .

"Now and then a skilful British novelist will almost succeed in creating a Yankee who would be fairly convincing if only he were allowed to keep his mouth shut. Mr. H. B. M. Watson presents to us, in one of his stories, an American millionaire who reveals little of his foreign manufacture except when using such speeches as, 'I suppose you've got a directory anyway knocking about this football,' and 'You ought to have done business with me away in Chicago.' Efforts to Americanize a character's talk by throwing into it an occasional 'away' or 'way' have been almost invariably disastrous. The awkward effect produced above is matched by four equally conspicuous failures selected from a novel by Mr. Walter Frith. ' . . . has gone way off to Holborn,' 'I stroll a block or two way down the Strand,' ' . . . drive him way down home by easy stages,' 'He can pack his grip and be way off home.'

"In one of the novels of Richard Whiteing we encounter an agreeable young duchess who was formerly a Yankee school-teacher (!!!). Evidently Mr. Whiteing respects and likes us, and aims in his pen-pictures to give us fair treatment. He avoids cheap and dubious Americanisms by making his duchess speak as an educated Englishwoman would speak—even to erring in the other direction when she uses such Britishisms as 'corn' for 'grain,' 'keen' for 'eager,' and 'fancy!' and 'motoring.'"

Not alone those British writers who attempt the Yankee dialect land in pitfalls. Geography is an older stumbling-block. Things like these happen:

"A study of several painstaking efforts to show the better-class American as he really is and without exaggeration brings to light numberless inaccuracies, not to say absurdities.

"A lieutenant in the Navy fondly recalls his cadet days at West Point. An Army officer in Cuba so far forgets his native tongue as to speak of 'driving' a locomotive and 'carriages' over the 'metals.' From other imaginary American lips fall glibly such uncharacteristic expressions as 'good few,' 'sure as nails,' 'serves him jolly well right,' 'keen on,' 'biggish,' 'bloomin',' etc., etc. Ohio is placed on the far Western frontier *more than fifty miles distant* from New York City, and the latter is confidently referred to as the capital of the State. Nor should we pass unnoticed a jaunty reference to the 'State House at Hartford, Mass.,' by which evidently is meant the meeting-place of the Great and General Court beneath the 'Gilded Dome.' . . . . .

"As we are about to bring to a close these rambling grumbings, word comes to us of a new novel by the accomplished Quiller-Couch. It has to do with Boston, which town he surrounds with scenery—lofty mountain and raging cataract—such as no Bostonian, unless in the wildest nightmare, ever dreamed of. In the words of one American critic, 'a more ridiculous hodgepodge of scenes and incidents could hardly be imagined.'"

## PHOTOGRAPHING THE INDIANS FOR POSTERITY

**F**UTURE generations will not have to look back and wonder what manner of man the American Indian was.

That the memory of their appearance in their own environment might fade from the human mind was the fear of Mr. E. S. Curtis, so about twelve years ago he began taking pictures of the Indians. He thought, says a writer in *The American* (December), "that by combining in one picture the Indian in his natural surroundings, he could get a real American picture." But to do this successfully he saw that the photographer must go and live with them for years, and "not only know them, but believe in them, and have a knowledge of their religion, their mythology, and their traditions—in fact, so far as possible, become one of them." For eight years he carried on his work at a cost of about \$40,000 to himself, and then—to let the narrator continue the story:

"It is all a wonderful story of a dream come true. I first saw Mr. Curtis five or six years ago, when he brought me some of his beautiful Indian pictures and told of his ambition to photograph all the different tribes of Indians, and thus to preserve for all time a record of them. But this required a million dollars to carry out, and with no money of his own and no publisher willing to go into such a venture, it seemed too much to hope that he would ever be able to realize his ambition.

"The unexpected doesn't always happen, but here is a case where it did. What's more it happened twice—the first time in the person of President Roosevelt, and second in the person of J. Pierpont Morgan.

"As a human being Roosevelt is a wonder. We shall never know how many people he has helped to realize their dream. About six years ago he saw Mr. Curtis' Indian pictures and characteristically asked to see their maker. Mr. Curtis came on to Oyster Bay. There he had an opportunity to tell his story, to reveal the scope of his work, with the result that from that time to the present, President Roosevelt has done all in his power to help Mr. Curtis in his undertaking.

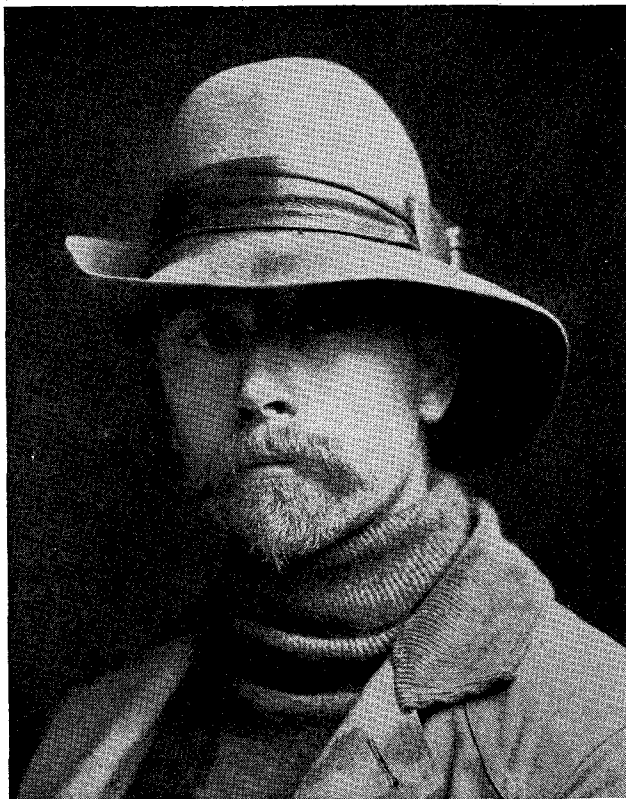
"Mr. Morgan may differ from Mr. Roosevelt in many ways, but the two men have one thing in common—imagination. Mr. Morgan saw as a great man can see what this work meant to students now and to come, how without it the Indians might pass away without leaving a record or before our knowledge of them is complete. So he offered to subscribe for twenty-five sets of books which are to cost \$3,000 a set. This made \$75,000. He has since helped with a loan."

In the last five years of field research, we are told, \$110,000 has been spent, and it is estimated that eight more years will be required to complete this part of the work at an average annual expenditure of \$25,000. Further:

"The gross sum for the twenty years that Mr. Curtis will have spent in the field, when the work is finished, will exceed \$350,000. This represents the cost of securing the photographs. Then will come the gathering of them together in large portfolio book form, with expensive plates, etc. The aggregate cost of the field work and the publication will reach \$1,500,000.

It is estimated that the gross returns from the sales will about cover the cost, as the price on each of the 500 sets of twenty-five volumes to which the edition is limited, will be \$3,000. Hence it is not in any sense a money-making venture. It has never been Mr. Curtis' idea that from his twenty years' work he will receive any direct returns. Taken as a whole, this is one of the most expensive pieces of scientific research ever attempted.

"In addition to the series of pictures of all the tribes, Mr. Curtis has written the text that will accompany the pictures and explain them. Five of the twenty volumes have already been published and Mr. Curtis is now in a cabin on the shores of Puget Sound doing the final work on the sixth, seventh, and eighth volumes. He is now forty-two years old, has a family, and lives in Seattle, Wash."



From "The American Magazine."

EDWARD S. CURTIS.

Without whom "the Indians might pass away without leaving a record or before our knowledge of them is complete."

## HALF-BAKED PLAYS

**M**ANY plays fail because they are rushed upon the boards without enough rehearsal to prepare the actors to interpret them adequately, thinks a Boston critic, and the New York *Dramatic Mirror* declares he is right. The manager is blamed for this ruinous haste. Impatient for the return on his investment, he can not bear to see the actors playing to imaginary audiences in rehearsal, so he hurries the play out before the public, only to have it botched and bungled, riddled by the critics, then withdrawn as a failure and another half-done production put on in its place to meet the

same fate. Managers complain that competent actors are scarce, altho the agencies are crowded with "talent" seeking employment. Is it not possible that the competent actors are sufficiently numerous, but are spoilt by managerial haste and greed? In the evident numbers ability should be found, we are reminded, unless something is radically wrong with the methods of training actors and producing plays. *The Mirror* throws blame on both producers and dramatic critics. "Too many managers," it says, "pay less attention to the preliminary work of presentation than they should pay, and critics are too prone to minimize the sheer value of acting in a drama and too hasty in their own work to comment upon it to the end that it may be improved." It believes that when a play fails, "the vital fault that it is not well enough acted is too often wholly overlooked, and some other and often some wholly irrelevant reason for the failure is advanced instead." It quotes Mr. H. T. Parker, of the Boston *Transcript*, as saying:

"Go to New York and watch three or four of the newer plays. The performance of almost every one bears signs of hasty preparation. This or that impersonation does not fit into the ensemble or clouds some moment in the action that should be vivid. Or the whole representation runs in two or three different keys. Or joints in the performance have been left unfitted each to each, while rough places are very slowly gaining smoothness. By choice or by necessity, impatience, haste, distractions, compromises have evidently ordered the rehearsals. There has been no time or no disposition to take pains over details, to select, to eliminate, to polish and repolish. Throw something into the maw of a city and of a country that has far too many theaters for the number of its playwrights, players,



and producing managers, and let the result digest itself there. Get the piece somehow on the stage, and leave it to 'shake itself down' according to the ambitions and the pains that the players choose to spend on it. Go on one errand or another to the managerial offices, and in them is the same pervading sense of over-pressure and over-speed."

"Who will deny," says *The Mirror*, "that this is a true picture of conditions as they so often exist?" and it adds:

"It is not that the managers and producers do not really know when a play is fit in form for the public, for they all recognize and appreciate the tokens of adequate pains in preparation that a play here and there shows under management that is not hurried by the exigency of manifold duties or harried by a multitude of details relating to various enterprises.

"Authors, as a rule, do not work in spasms of haste on their plays, which are carefully thought out and as carefully wrought. And managers who fail to adequately prepare a play are not unjust alone to the author, whose painstaking, spent upon logical premises, goes for naught in the crash of failure that is so often heard. The public is imposed upon when it is bidden to witness and pass judgment upon a play ill-prepared, and the manager who thus presents one play after another hazards his reputation while he forms a slipshod habit from which it is difficult to work a recovery."

## NEW ART THAT PERPLEXES LONDON

SOME FINE ROARINGS have been drawn from the British lion by the arrival of the "Post-Impressionists" in London. A new battle has suddenly gathered its forces and the history of the attack upon Whistler and the Grosvenor Gallery exhibition is likely to be fought all over again. Sir W. B. Richmond, calling this new art that hails from Paris "depressing rubbish," expresses in *The Morning Post* (London) his hope that "the press will teem with resentment against the insult offered to the noble arts of Design, Sculpture, and Painting, and



"TÊTE D'EXPRESSION."

Portrait of his wife by Henri Matisse.

A return to "primitive art" is necessary, says Mr. Roger Fry, "if art is to regain its power to express emotional ideas."

insult also to the taste of the English people implied by the suggestion or presupposition that they have become so degenerate as to accept even from 'experts' such an imbecile mission."

"Post-Impressionism" is a new name, come into being since

we had our article last year on Matisse and the Parisian art movement of which he is the chief representative. At the Photo-Secession Gallery in New York there were shown some photographic reproductions of this painter's work and a number of examples by young American devotees. The word came to us



ARE WE READY FOR "A TAHITIAN SCHOOL"?

One critic, after seeing this picture of "A Tahitian Group," by Paul Gauguin, judges that we are not. Others welcome it as a return to nature.

then that this was the "art of to-morrow," and we duly passed the intelligence on. London is perhaps giving evidence of the vitality of the new movement by the vigor with which she combats it. One almost believes that it has become the art of to-day, in spite of, or perhaps because of, the bludgeonings of the "old guard."

Sir W. B. Richmond heads the attack, rallying round him Sir Philip Burne-Jones, Robert Ross, Walter Crane, E. Wake Cook, and Charles Ricketts, while such epithets are hurled against the poor pictures as "rotten egoism," and the painters are declared "to seek inspiration in the tavern and gutter." The exhibition now on at the Grafton Gallery was organized by Mr. Roger Fry, once curator of paintings at the Metropolitan Museum and now our foreign representative. In the *London Nation* he maintains that these painters, Matisse, Van Gogh, Gauguin, and others, deriving from the impressionists by way of Cezanne, "represent the latest and, I believe, the most successful, attempt to go behind the too elaborate pictorial apparatus which the Renaissance established in painting. In short, they are the true Preraffaelites." He goes on:

"But whereas previous attempts—notably our own Preraffaelite movement—were made with a certain conscious archaism, these artists have, as it were, stumbled upon the principles of primitive design out of a perception of the sheer necessities of the actual situation. At once the question is likely to arise: Why should the artist wantonly throw away all the science with which the Renaissance and the succeeding centuries have endowed mankind? Why should he wilfully return to primitive or, as it is derisively called, barbaric art? The answer is that it is neither wilful nor wanton, but simply necessary, if art is to be rescued from the hopeless encumbrance of its own accumulations of science; if art is to regain its power to express emotional ideas, and not to become an appeal to curiosity and wonder at the artist's perilous skill. The fundamental error that is usually made is that progress in art is the same thing as the much more easily measured and estimated progress in power of representing nature. All our histories of art are tainted with this error, and for the simple reason that progress in representation can be described and taught, whereas progress in art can not so easily be handled."

We have become so accustomed to accepting masses of dead, undigested facts, facts of observation, and not re-creation, he continues, that "we must begin at the beginning, and learn once more the A, B, C of abstract form." It is just this, he



asserts, that these French artists have set about, with that clear logical intensity of purpose, that absence of all compromise, of all regard for side issues, which has so nobly distinguished the French genius.

Mr. Laurence Binyon, the critic of *The Saturday Review*, is not altogether skeptical of the new principles, but he is not a whole-hearted admirer of the practise of these new men. He writes:

"Had I only read the preface to the catalog of this exhibition, I could keep my sympathy. But I confess that the exhibition itself leaves me sad. Not one of these Post-Impressionists seems to me strong enough to carry out the program. Reluctantly I am driven to the conclusion that it is only one or two in a generation from whom we can hope for success in the attempt to communicate the real realities, the deep places of human emotion and experience. The majority are better left with the gracious and agreeable, the lighter impressions of existence. Here is the cardinal fallacy, the fallacy illustrated so conspicuously by so great an intellect as Francis Bacon, that it is possible to discover a method or an instrument which will make all gifts equal, or at least put all equally on the way to producing works of depth and truth. Is it that uncompromising French logic, of which we hear so much, or is it merely the bluff and bunkum which seem fated to surround every Parisian art movement, that must be accounted responsible for the childish rubbish so pompously presented to us on certain walls of the Grafton Gallery? It matters little. Childish is what they aim at being. The child, uncorrupted by the ambition to create a deceptive imitation, goes directly for the essential things in drawing. Yes, but there is nothing more tedious than affected naïveté; and the efforts of unpromising children, of which we are reminded more than once, may bore even the fondest parent. We do not get nearer to the roots of things by painting houses which would fall down before they were built in landscapes where foreground and distance jumble in chaos. We may have suppress the superficial aspect, dear to the bourgeois eye, but this, after all, is only a negative achievement."

So much by the professional critics, who, with Mr. Lewis Hind and Mr. Cunningham Graham, represent an open mind. But the big guns of the opposition are fired daily in the columns of *The Morning Post*. The names we have mentioned above



"THE WOMEN AT THE TOMB," BY VAN GOGH.

Mr. Laurence Binyon says the exhibition leaves him sad.

furnish the charges. Sir W. B. Richmond turns upon Mr. Fry with the hope that "the reckless prophet and promoters of this rotten league will be hard prest by indignant cries of 'Shame,' correct the directions of their wandering, and evince regret for the hysteria by which they may have been temporarily mastered."

If the movement is spreading, says Mr. Robert Ross, terrified by the "boast of the catalog," "it should be treated like a rat-plague in Suffolk. The source of infection, (e.g. the pictures) ought to be destroyed." Recalling the time when Manet's designs for Poe's "Raven" were received by the English public "with undying laughter," he goes on, after



LES MISÈRES HUMAINES.

From a painting by Gauguin.

"Is it merely the bluff and bunkum," asks Mr. Binyon, "which seem fated to surround every Parisian art movement, that must be accounted responsible for the childish rubbish so pompously presented to us on certain walls of the Grafton Gallery?"

naively admitting that Manet has now been "long accepted," to say:

"There is no doubt whatever that the vast majority of the pictures at the Grafton, notably those of MM. Matisse, Maurice Denis, and Maurice de Flaminck, will be greeted by the public with a more damning and more permanent ridicule. When the first shock of merriment has been experienced, there must follow, too, a certain feeling of sadness that distinguished critics whose profound knowledge and connoisseurship are beyond question should be found to welcome pretension and imposture. It is only comparable to the no less deplorable credulity evinced by serious men of science in the chicanery of spiritualism, automatic writing, and the narratives of the neuropath. Public taste has been so often wrong. Its present idols become the paving-stones or macadam of the morrow. The pariahs of one generation are prophets for its successor. With these lamentable precedents perhaps it is more regrettable than extraordinary that any charlatanism in art or literature may now enjoy the privilege of examination such as should be only accorded to serious new developments. And it is an error to suppose that because posterity momentarily reverses a hostile contemporary opinion the original opinion was wrong. Fortified with such minatory principles any one can derive from the exhibition of the Post-Impressionists at the Grafton instruction, pleasure, and amusement."

Sir Philip Burne-Jones, a painter who has not equaled the rank in art achieved by his father, Sir Edward, is "tempted to suspect that it is a huge practical joke organized in Paris at the expense of our countrymen." His retort would be this:

"In the House of Art there are many mansions, in which there is ample room for all, however diverse in aim and achievement, who humbly and faithfully obey her laws. It would be a dull enough world were it otherwise. But certain standards must be generally acknowledged—certain rules adhered to if the temple is to be safeguarded from the invasion of the savage and the frankly incompetent. The admission of these—and among them must be included the 'Post-Impressionists'—would be a mockery of all human effort in the past—a paralysis of all hope of progress in the future. There is one apartment they might conceivably be welcome to occupy—the cellar, but let it be a dark one."



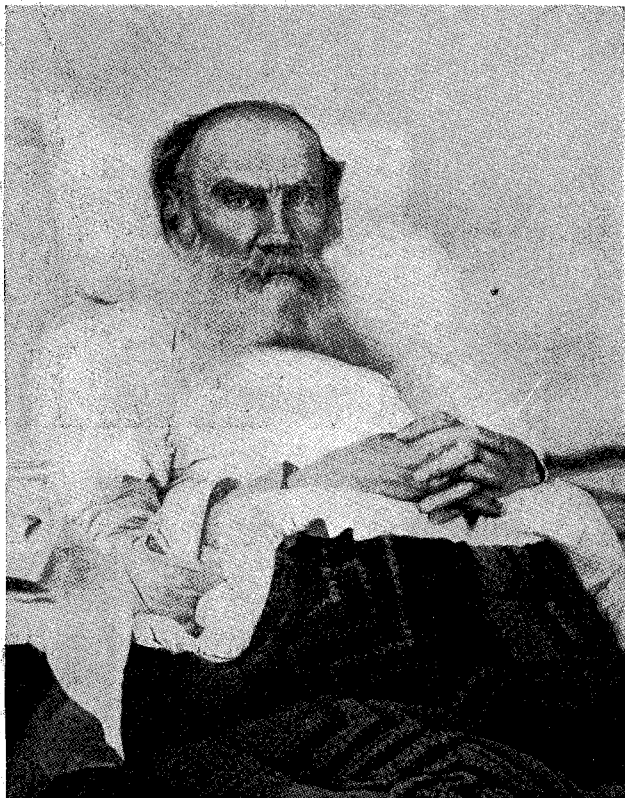


# THE RELIGIOUS WORLD



## THE RELIGIOUS BAN ON TOLSTOY

**T**HE CURSE of the Russian Church, which rested upon Tolstoy even in the hour of death, and hovers over his grave, is regarded as deeply significant by our religious press, but the particular significance seen by each observer varies with his point of view. One thinks the Russian Church could not very gracefully bless the man who flouted it, while another believes Tolstoy so far above the mitred prelates as to be supremely indifferent to their attitude, one way or the



From "L'Illustration,"

A FRENCH ETCHER'S VIEW OF TOLSTOY.

"If Christians everywhere should put their religious belief into practise in life with the simplicity and sincerity of Tolstoy," says a religious journal, the entire religious, moral, and social life of the world would be revolutionized in a month."

other. Enemies of the Russian Church think its ban was more of a compliment than its blessing. Similarly, when we come to religious estimates of his character, one calls him a great example and another says he was a melancholy failure. *The Watchman* (Baptist, New York) is impressed by the fact that Tolstoy "lived his belief in simplicity and sincerity," and adds that "if Christians everywhere should put their religious belief into practise in life with the simplicity and sincerity of Tolstoy, the entire religious, moral, and social life of the world would be revolutionized in a month." That he "practised exactly what he professed, and moved the world by this simple unity of faith and life," leads this journal to ask "what could 40,000,000 Christians bring about by a like life?" Tolstoy "interpreted Christ's teachings with a too rigid literalness," thinks *The Western Christian Advocate* (Cincinnati), "but rendered service to Christianity by insisting upon an examination of the precepts and commands of Jesus and a close self-examination as to that obedience of them which must constitute the true test of faith." Illustration of this is seen in the fact that "he carried his doctrine of non-resistance so far as to say that he would not use force in defense even if his wife or daughter were attacked

by ruffians or ravishers." Another Methodist journal, the *Nashville Christian Advocate*, observes, however:

"It is evident that Tolstoy never received from his Christless and merely ethical religion that comfort which has come to so many thousands in the hour of mental gloom and heartsickness. Excommunicated by his Church in 1901, he grew more radical in his religious and socialistic views until every light of hope went out on the headlands of his soul. Christ to him was but a man whose 'Sermon on the Mount' contained all the theology and philosophy which the world needs. The merely human Christ has proven a failure in fortifying him for the supreme crisis of his life. The risen Christ would have nerved his soul and flooded his future pathway with light."

*The Presbyterian Banner* (Pittsburg) figures him in his later years "a blind Samson endeavoring to pull down upon himself and upon his human kind the whole structure of society." Yet

"He was great in his love for men and in his moral sincerity and earnestness. He was willing to pour out his soul unto death, and this self-sacrificing love was his real message to mankind. His early literary works will endure, his passion for humanity will not soon be forgotten, but his social vagaries will pass with the wind."

*The Catholic Citizen* (Milwaukee) notes that he "did not believe in the divinity of Christ and he had very hazy notions even as to the immortality of the soul," therefore "it is not surprising that he lost his membership in the Greek Orthodox Church." What this journal thinks surprising is "that some of his admirers, in and out of Russia, should be 'peevish' that the honors of a religious funeral are denied him, in death, by a church which he repudiated in life." It adds:

"We may think somewhat better of Tolstoy as a social philosopher, altho even here the erratic character of his genius asserted itself. His verdict was against Socialism. But his influence was for the uplift of his countrymen, and he sympathized with every helpful movement in modern civilization. After all he will be longest remembered by the period of his life which he later despised—his literary career. Those intimate pictures and studies of Russian society, always sad and usually tragic, 'Anna Karenina' and 'War and Peace,' will live both for their philosophy and their literary finish, but still longer with the Russians of coming generations, as faithfully true portraits of an epoch."

"The Holy Church of Russia refuses her rites to the great dead man," says Rabbi Joel Blau in *The Hebrew Standard* (New York), but, he asks, "can there be a more impressive funeral service than that furnished by a nation in tears, nay, by the whole world in shrouds?" He goes on, in a tone tinged with the memory of the persecution of the Jews by the Russian Church:

"We Jews are especially interested in the refusal of the Church to recognize the dead Tolstoy by lifting the ban from his memory. . . . This act deserves nothing but derision. What can the Church give a man like Tolstoy? Is Tolstoy not greater than any church? Besides, this act constitutes the greatest, tho involuntary, tribute that can be paid to the great soul of Tolstoy. It is in reality the final apotheosis of his career. It is a matter of record that the Church tried to bring back the dying Tolstoy to the fold. In its historic stupidity, the Church could not see that, had Tolstoy accepted the olive branch held out to him by the Church, he would have stultified his life work; and, tho released from the ban of the Synod, he would have incurred the curses of the whole civilized world. The olive branch of the Church, forsooth—whose leaves are bespattered with the blood of the innocent, whose stem is nourished with the tears of the fatherless, whose whiteness betokens not the peace of God, but the pallor of death! This olive branch did the murderous Church dare to present to Tolstoy! And the Church believed and believes that unless he accepted the bloody symbol he could not be saved from hell fire. Tolstoy's spotless, dovelike soul in hell fire! How far can the human mind stray from the path of truth and how long-suffering is God that such beliefs are still held sacred in this so-called enlightened age of ours!"



## ANOTHER MODERNIST ENJOINED

FATHER TYRRELL'S modernism, it seems, lives on after his death, and the Vatican finds that the ban it put upon his writings must be extended also to the pen of his literary executor, Miss Maud Petre, who is to write his biography. A member of a distinguished Catholic family of England, and faithful friend of the late Father Tyrrell, she has been asked to send in a written declaration that she submits sincerely to the Holy See in the matter of the encyclical *Pascendi* and the *Lamentabili*, the two documents specifically condemning the teachings of Modernism. In case of non-compliance she is made to understand that the penalty will consist in deprivation of the sacraments and isolation from the spiritual communion of the Church. These facts she herself makes public in a long letter to the *London Times* protesting against the unusual nature of the demand made upon her. She says:

"Not only am I a simple lay person, possess of no official dignity or authority whatsoever, but furthermore I am a woman with no advanced theories in regard to my sex and little disposed, as my past testifies, to public life or action."

When Miss Petre first received the command from the ecclesiastical authorities of her diocese, she wrote, in reply to inquiries about the soundness of her faith, that she adhered to the faith in which "I was educated from childhood, when I was instructed in the Catholic creeds, but taught far more of the duties and practises of Catholic life than of any theological subtleties. If, therefore, my life did not testify to my faith, my signature would be entirely vain." Of the encyclicals she writes:

"I have only read these documents once, when they made on me a very painful impression, which I found was shared by many Catholics; for they seemed to condemn writers like Cardinal Newman and Father Tyrrell, who had been our greatest Catholic apologists; they seemed to hamper the mind in the acceptance of historical and scientific facts; and the *Pascendi* seemed to advocate a line of action contrary to general notions of charity. . . . If wrong on these points, I should be very glad to be convinced of my error, but I did not want to read the documents again."

Her frank expression of opinion and conviction was not regarded as satisfactory and she was asked again for a declaration. Her second reply, says *The Churchman* (Prot. Episcopal, New York), "contains such well-considered and skilfully elaborated arguments that it is clear from them that the writers of the papal encyclical would have been well advised if they had secured her help as the editorial reviser of their doctrines." This paper gives a succinct statement of her reply:

"Miss Petre examines the different kinds of subscriptions that she might be expected to make. As an act of blind obedience she might, she says, be required to sign an act of adhesion to any decree or encyclical, or even a statement that the sun went round the earth. Such a course, she thinks, may be explained in the case of those who wish to save their lives from confusion and avoid scandal to others, but she emphatically rejects it as a guide for herself. 'I am not,' she says, 'in a position of importance, and can follow the dictates of my conscience regardless of all public considerations.' Another method suggested might be to deal with the encyclicals in the manner of a theologian, explaining, qualifying, distinguishing various meanings, treating them, in fact, as the Thirty-nine Articles have sometimes been treated among Anglicans. But here evidently Miss Petre is unwilling to follow the example of Cardinal Newman's Anglican career, for she holds that the papal documents must be interpreted in accordance with the sense given them by the Pope. The only course, therefore, left to her, she explains, is 'to declare that I accept these documents and actually do accept them inwardly and outwardly in their meaning and in their words, from the first line to the last.' Before taking this step, which every one can see is of most momentous importance to the conscience, Miss Petre asks that the authorities of her Church shall give her the assurance that

every condemnation or proposition of the two documents, without a single exception, is *de fide* now and will always be in the same sense *de fide*. The seriousness of this demand from the layman's point of view is justified by her own plain-spoken and direct interpretation of what the demand of the ecclesiastical authorities signified."

The *London Tablet* (Catholic), presenting the papal view of the case, declares that Miss Petre "is about the last person



COUNTESS TOLSTOY.

From a bust executed by her son, Count L. L. Tolstoy, and now on exhibition at the Doré Galleries, London, where it forms part of an exhibit of the work of one hundred leading Russian artists.

whom the Catholic authorities could have any possible interest or inclination in molesting or in subjecting to any special or invidious severity of discipline." It goes on:

"She is no doubt right when she says that she is but little disposed to public life and action. But she does herself an injustice if by that she means that she is unknown to the public. On the contrary, she is fairly well known to a fairly large public as one who had warmly espoused the cause of Modernism, who is credited with having done not a little for its encouragement and furtherance, and who, in the face of recent decisions of the Church, has spoken no word of regret or of that acceptance and submission which loyal Catholics have gladly given both here and in every part of Christendom. Ecclesiastical authorities do not take action upon mere public repute, but they do, and must, take action upon facts which are of public notoriety. These, unfortunately, are facts which Miss Petre herself would hardly care to deny. We can candidly say that if she did deny or disavow them, no one would be better pleased than ourselves, and no one would be more thankful than her diocesan. On the death of Father Tyrrell, Miss Petre came before the public as his literary executor, and issued a warning to all whom it might concern that the unhappy priest had recanted none of the teachings associated with his name. It is not, as the writer of the article in *The Times* ineptly suggests, that the Church authorities in her diocese have proceeded against Miss Petre because she was the friend of Father Tyrrell. A bishop does not take measures merely on grounds of sentiment. And friendships, which are matter of personal sympathy, are, as far as the discipline of the Church is concerned, naturally left within the domain of personalities. But sympathy with the Modernist cause and teaching is a widely different matter. Father Tyrrell wrote his last book after his teachings had been condemned by the Holy See. In it, there is



no word of recantation or of submission to the Church authority. On the contrary, under cover of advocacy of the Modernist pseudo-'Catholicism,' many of his former views are enforced and re-presented. (That he had already lapsed from the Catholic faith is further attested by his own letter to the Old Catholic Bishop Herzog, in which he expressly rejects the Councils of Trent and the Vatican, and the Pope's Primacy of Jurisdiction.) Despite these considerations, Miss Petre, actuated no doubt by motives of personal loyalty to her friend, continued to act as his literary executor, and took care to give to the public his posthumous book, which in spirit and import deviated in no substantial degree from his former Modernist teaching. In face of these facts, it is putting matters at their least, to say that, so far, Miss Petre acted publicly as an abettor and promoter of the Modernist cause of which her deceased friend was a protagonist, and therein she placed herself publicly in sympathy with a system which has been solemnly condemned by the Holy See as the synthesis of all the heresies. We are not even aware that in fulfilling her task she has in any way dissociated herself by any word of disclaimer or reserve from the responsibility and significance of her public and practical advocacy."

### EASTERN EUROPE IN REVIVAL

THROUGHOUT the whole of Eastern Europe an evangelical revival is in progress under the ministry of the Baptist churches, which, says *The Episcopal Recorder* (Philadelphia), "bids fair to change the religious aspect of the Near East." This demonstration shows that "the 'failure of Protestantism,' of which we have heard so much recently, turns out to be no failure at all where it is properly applied." Another fact thus emphasized, we are told, "is that the first impulse arising from evangelical Christianity is a flaming evangelism, in which the saved man—preacher or layman—takes a most active part." Some facts are here set forth:

"In Russia, the Baptists are doing a splendid work. Hitherto the churches have been divided into eight unions, according to nationality. One of the problems presented by the work has been the large number of nationalities concerned, as, for example, the German-speaking Baptists have comprized Letts, Lithuanians, and Esthonians. This union alone comprizes 147 churches, with 468 preaching stations, and represents a membership of over 26,000, which has been increased by nearly 2,000 during the past year. The Russian Baptist Union comprizes 149 churches, with over 10,000 members and an addition of 2,000. In the south of Russia, the churches are springing up by scores. An effort is now being made to consolidate all these unions into one great union for the whole Empire. This effort may not prove successful, for the toleration of the Government does not go quite so far as that, and in Russia one has to watch every step."

The Edict of Toleration has had a similar effect in Russian Poland, where since it was promulgated in 1905 fifty-nine churches have come into existence. Further:

"Some of them are very large; that at Lodz having 1,559 members, and that at Lucinow 848. These two churches alone report an increase for the past year of 199. When it is remembered that these figures represent the addition of adults on confession of faith, the growth of the work is seen to be remarkable. Full figures can not be readily obtained, but it is believed by those who have studied the matter that when they are available, it will be found that the Baptists of Eastern Europe are second in numbers only to the churches in our own country.

"But it is not in the various parts of the Russian Empire alone that this work is growing. Other parts of Eastern Europe have the same glad tidings. Hungary, the scene of the Los von Rom movement, is being swept by this evangelical revival. Last year shows an increase of 12 churches, 100 preaching stations, and 4,000 members. Some of the churches have stirring tales to tell. The church at Bekessaba, formed three years ago, has 250 members; while that at Homorod, not a year old, has 160 members, and has launched out, supplying 20 preaching stations. The church at Budapest has 839 members, with an increase of over 200, and 27 preaching stations.

"A similar work is going on in Rumania. Remarkable vitality

is manifested in every direction. One evangelist last August baptized 280 converts, and during the twenty years of his ministry has baptized over 6,000 persons. Churches with memberships running into the hundreds are happily not few. At Prague and Brunn, splendid work is being done among the Czechs and the Carpathian mountaineers, while the professional classes in these centers are being reached. Efforts are being made to establish without delay a Baptist college, where pastors and workers for Russia and Southern Europe can be trained, in the hope of keeping pace with the demands of this work."

### WOMEN WHO DRINK

THE DRINK HABIT among women is treated in a vein of strong reprobation by *The Christian Work and Evangelist* (New York). The practise is of recent growth, but its prevalence in the circles of society in our cities calling themselves respectable and even Christian is gaining a wider and wider hold. "Women not only drink cocktails before dinner now in New York, but they drink strong wines and much champagne, and it is no uncommon thing to see them so flushed with drink that they lose all sense of modesty and say loose things that, bad enough in men, sound horrible in women." This journal gives some specific instances:

"At one dinner party given not many miles from here, the company being made up of members of society whose names many would recognize, and who go to church on Sunday, one of the women drank so indulgently that she ran from the table and, in the presence of a dozen men, attempted to climb a pillar in the room, amid the clappings and cheering of the drunken guests. Another woman had to be put in her carriage at the close of this dinner, and before the company had broken up they attempted to sing a Christian hymn, about which gathered the tenderest association of years, to a comic-opera tune. These were people who are received into our so-called best society, and such actions do not bar them from social recognition. A woman who is connected with some of the most prominent families in New York, and who, according to the papers, has just taken a suite at one of our best hotels, gave a stag party once, a party for women only, and at the close, while half-intoxicated and smoking a big cigar, hurled a plate at the butler's head, an act which nearly cost her very serious consequences."

Attention is called to conditions that are more or less notorious, namely, that New Year's Eve has "become a perfect orgy at the hotels and restaurants." More:

"Last New Year's Eve even the reporters of the daily papers, who see many sordid and bestial things, got disgusted at the sordidness and obscenity they saw. The event has become a byword all through the nation. It is a stench in the nostrils to all decent people. Notice is in all the papers that only champagne will be served. People one thought decent and respectable engage tables weeks ahead, and on New Year's Eve these public dining-rooms are crowded. In some of them a perfect orgy of drinking goes on. Men and women who never met before sit down together. Wine flows in rivers. Shouting and revelry ensue, and in some places it becomes a saturnalia. A guest at one hotel saw woman after woman carried to carriages. All this in a city of churches. Of course, all the people who thus spend New Year's Eve do not go to this extremity. But that they can sit and have part in it is horrible. For at the large restaurants you can not have a table unless you order wines. And thousands were there last year. It has been rebuked, but it goes on. It is a disgrace to our city, and all decent people should frown upon it."

Mrs. MAUD BALLINGTON BOOTH, representing the Prison League of the Volunteers of America, again makes her appeal for Christmas bounty for the wives and children of men in prison. She writes: "We will spread no great feast to feed the poor promiscuously, but we do plan to carry Christmas into hundreds of homes. Each case is investigated and warm clothing will be purchased to fit every child, while groceries, dolls, and toys will be added in the packing of every Christmas box. We also give chickens, fruit, vegetables, and fuel where the need is greatest, and in those homes within our personal reach. May I ask our readers to help us in this practical charity? Any donations of clothing, toys or money will be most acceptable. They should be directed to Mrs. Ballington Booth, 34 West 28th Street, New York City."





# A GUIDE TO THE NEW BOOKS



## FIFTY OF THE BEST BOOKS FOR HOLIDAY GIFTS

**Avary, Myrta Lockett** [Editor]. *Recollections of Alexander H. Stephens*. 8vo, pp. 572. New York: Doubleday, Page & Co. \$2.50.

Among the men who were leaders in the Civil War Alexander H. Stephens holds a unique place. He was a believer in the Union, but he thought that loyalty to his native Georgia compelled him to secede. His abilities and high personal qualities won the love and admiration of all who met him. His kind and charming character is reflected, not without pathos, in his account of his imprisonment, from May till October, 1865, in Fortress Warren, Boston Harbor. His genuine attainments were recognized in the Confederacy, of which he was Vice-president, and he died as Governor of Georgia, in 1883. No more typical American of earnest political convictions and remarkable courage could be pointed out in the South during the war. We find in the present volume a notable contribution to the biographical literature of our country. Mr. Stephens' remarks upon and estimate of the public men and doings of his day are very valuable. His ideas about Davis and Lincoln are particularly interesting.

**Baikie, James.** *The Sea Kings of Crete*. 32 full-page illustrations from photographs. Crown 8vo, pp. 274. New York: The Macmillan Co. \$2 net.

Mr. Baikie's aim in this volume is to summarize recent explorations in a country which has been called "the stepping-stone to Greece." These explorations have effected something like a revolution in ideas previously current as to the antiquity of European civilization. It had long been suspected that the Homeric Age was an age of high culture, but it remained for Schliemann and others to prove this to be the case. Later explorations in Crete have more than reinforced the conclusions of Schliemann; they have demonstrated that civilization in Europe may claim an antiquity equal probably to that of the Euphrates and Nile valleys—and not only this, but that it may rival them as to artistic quality. Mr. Baikie writes his story in an extremely entertaining style. His book is provided with many valuable illustrations.

**Bryce, James.** *The American Commonwealth*. New enlarged edition. 2 vols. New York: The Macmillan Co. \$4 net.

The present edition of Mr. Bryce's celebrated work, now more than twenty years old, has been so thoroughly revised and rewritten throughout as to include the writer's latest conclusions based on his experiences as British ambassador. Even the census figures of 1910 are included where this has been possible. New chapters and notes are added and many recent American problems receive attention, such, for example, as immigration, the colonial possessions, and the development of our universities. In some cases where a new impression differs greatly from an old one, the two are included for comparison, both showing changes in the author's point of view and changes in the American people. This edition confirms the book's position as a standard commentary on American institutions.

**Bunyan, John.** *The Pilgrim's Progress*. With 12 full-page colored plates by Frank C. Pape. New York: E. P. Dutton & Co. \$3.

This new holiday edition of "The Pilgrim's Progress" is distinguished for its large clear typography. It contains a decorated title-

page and the covers are designed elaborately without and within. There are twelve illustrations in color by Frank C. Pape representing critical scenes in the famous allegory. Some of the best of these are: "The Giant Despair," "Christian Conquers Apollyon," "The Valley of the Shadow of Death," "The



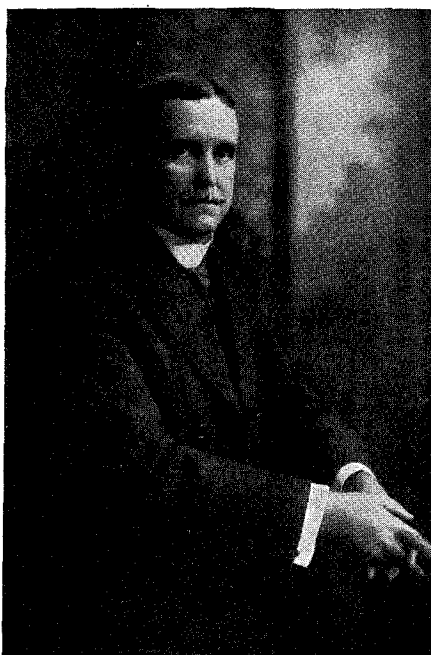
MRS. MYRTA L. AVARY,

Editor of "Recollections of Alexander H. Stephens."

Hill of Error," and "The Destruction of Doubting Castle."

**Burroughs, John.** *In the Catskills*. Selected from Mr. Burroughs's Writings, with illustrations from photographs by Clifton Johnson. 8vo, pp. 551. Boston: Houghton Mifflin Co. \$1.50 net.

Mr. Johnson has here selected from the writings of Mr. Burroughs a series of chapters dealing with that region bordering on the Catskills in which Mr. Burroughs was born and reared, and of which he has often



JULIUS CHAMBERS,

Author of "The Mississippi River and its Wonderful Valley."

had things to say. Roxbury, his native place, lies on the headwaters of the east branch of the Delaware River. In the same neighborhood was born Jay Gould. Burroughs and Gould went to the same school and had practically the same experience in boyhood, both living on farms and spending much time one with another. Mr. Johnson points out how much environment had to do in shaping the life of Burroughs, but says he has been unable to discover anything in Roxbury and its beautiful surroundings which influenced the career of Jay Gould. Some twenty-four illustrations are given in the book and in general the volume is notably attractive.

**Chambers, Julius.** *The Mississippi River and Its Wonderful Valley*. Royal 8vo, 300 pp. Decorated cloth. 80 illustrations and maps. G. P. Putnam's Sons.

Mr. Chambers makes here the newest contribution to the popular "Waterways Series," in a book which deals with a river that he many years ago personally explored. Indeed, Mr. Chambers has not only navigated the river in its entire length, but in 1872 made the notable discovery that a lake, still higher than Itasca, was the ultimate source of the Father of Waters. He gives in this book a narrative of that discovery, which in its day became a notable topic in many newspapers. Mr. Chambers adds an account of the history of the river before and since his time and gives statistics concerning it. A review of the early French explorations forms one of the most valuable features of the volume, which is profusely illustrated as are all the works in this series.

**Champney, Elizabeth W.** *Romance of Imperial Rome*. Illustrated. New York: G. P. Putnam's Sons.

This book, written in a light and attractive style, gathers up recollections, personal impressions, historical episodes, fragments of ancient poetry, and indeed every kind of literary effect which contributes to a picture of Rome during the Empire. It is divided into eight parts: Sulpicia, The Song of the Sirens, The Loves of Horace, The Villa of Unhappy Love, The Nameless Pedestal, A Dog of Britain, The Necklace of Vesta, The Flight of Apollo. It tells about Mæcenas, Tiberius, Vergil, and the romance of all the great historical figures of the period. It is fully illustrated, with sixty photogravures, lesser cuts in the text, and a colored frontispiece. The covers are appropriately decorated.

**Clarke, Helen Archibald.** *Hawthorne's Country*. New York: Baker & Taylor Co. \$2.50 net.

The author of "Longfellow's Country" has here written a companion volume about Hawthorne, designed, as she says, "to show more explicitly than has heretofore been shown the relation between his life experiences and his work." The book is divided into nine chapters: "Far Afield in New England," "Historical Miniatures," "Puritan Tragedies," "The Artist of the Beautiful," "The Roxbury Utopia," "In Wonderland," "English Episodes," "Italy as Hawthorne Saw It," and "The Elixir of Life." She follows Hawthorne's life through Salem, Concord, the Berkshires, Roxbury, Liverpool, and Rome, and traces the development of his genius in these changing environments. The colored frontispiece represents a New



England landscape. The other illustrations are forty photographs, many of them from old prints.

**Crothers.** Samuel McChord. *Among Friends*. 12mo, pp. 278. New York: Houghton Mifflin Co. \$1.25.

It has sometimes been said that the art of essay-writing has been lost and that the supply is yet quite equal to the demand, which is practically nil. It is indeed a question whether people of the twentieth century would subscribe to *The Spectator* if Addison were still editing it, or to *The Rambler* if Johnson still rolled out his antithetical periods in its columns. Yet there are exceptions to this rule of non-appreciation. It is impossible for any one not to be charmed, amused, and instructed by the exquisite lucubrations of Mr. Crothers, whose delicate wit, originality, and freshness make him a true successor to Oliver Wendell Holmes. There is fine fancy yet grave earnestness to be found in such essays as "The Colonel in the Theological Seminary" and "My Missionary Life in Persia." But all the essays are capital.

**Ditmars.** Raymond L. *Reptiles of the World. Tortoises and Turtles, Crocodillians, Lizards, and Snakes of the Eastern and Western Hemispheres.* With a frontispiece in color and nearly 200 illustrations from photographs taken by the author. Octavo, pp. 374. New York: Sturgis & Walton. \$5.

Mr. Ditmars, who has long been known among scientific men as a special authority on the subject treated in this volume, has aimed to give in a popular manner "a general survey of the reptiles of the world." While he has endeavored always to make his work scientific, he has sought particularly to reach the common mind by making his book interesting and familiar. His experience as Curator of Reptiles in the New York Zoological Park has suggested to him many ways in which this could be done. He treats first of turtles and tortoises, second of crocodiles and alligators, third of lizards, and fourth of snakes, the snakes being treated in two sections, one pertaining to those which are non-venomous, the other to those which are venomous. Many illustrations, some of them very striking, adorn the volume. Their authenticity is secured by the fact that they are made from photographs that were taken by the author himself.

**Dodd.** Anna Bowman. *In and Out of a French Country House.* 8vo, illustrated. New York: Dodd, Mead & Co. \$2.25 net.

A sequel to "Three Normandy Inns" which made a very pleasant impression when it appeared. This book takes one again to Normandy and in a more intimate way. It is written in the first person, contains characters and appropriate incidents without being a work of fiction, combining the charm of a novel and that of a travel book. The chapters, eighteen in all, are headed by such titles as these: On a Normandy Highroad, A French Widow, The Hermit's Trick, The Artist's Secret, A Dinner at Deauville, The Proposal, a Fête at the Château de Louprouze. There is plenty of dialog and plenty of character-sketching and many charming descriptions of landscape. The book contains fifteen full-page illustrations by the French photographer, Robert Demachy, and the cover is decorated with a picture, no doubt, of the country house itself.

**Dyer, Frank Lewis, and Martin.** Thomas Commerford. *Edison, his Life and Inventions.* Two vols., pp. 988. New York: Harper & Brothers. \$4.

The personality of Mr. Edison is as charming as his work and inventions are wonderful. He enjoys in these volumes the advan-

tage of having really capable biographers, Mr. Dyer being the legal advisor and counselor for the Edison Laboratory, and Mr. Martin ex-president of the American Institute of Electrical Engineering. The work has received the *imprimatur* of Mr. Edison,



HENRY JAMES FORMAN,  
Author of "In the Footprints of Heine."

who writes, "This book is published with my consent." It contains a full list of the Edison patents. The most important of these inventions are described in full technical detail and the history of a remarkable career may thus be read almost as a text-book and history of applied electricity. The portraits, some of them rare, and other illustrations are all good, and the work is printed and manufactured with a certain sumptuousity.

**Dyer.** Walter A. *The Lure of the Antique.* New York: The Century Co. 1910. \$2.40 net.

Mr. Dyer writes here with the enthusiasm possible only to the collector who has fought and won or fought and lost, many battles.



FREDERICK KEPPEL,  
Author of "The Golden Age of Engraving."

He has his mind on the amateurs in old furniture, blue china, silver, and pewter who browse about dingy shops. Costly and excessive rarities he does not deal with. The work is eminently practical and is confined to such articles as formed part of the home life of early Americans, mainly Colonial, Revolutionary, and the period immediately subsequent to the Revolution. Among the questions he attempts to answer are "How can I know an old piece?" "What are the essential features of it?" "How can I avoid being swindled?" "What is my old clock or highboy worth?" The work was noticed at length in these columns a few weeks ago.

**Earle.** Alice Morse. *Two Centuries of Costume in America.* Illustrated. New edition in one volume. 12mo. New York: The Macmillan Co. \$2.50 net.

An exquisite two-volume edition of this work has already taken its place as a recognized standard on the history of costume in America. It gives an account of the fashions in dress that have obtained in this country since the landing of the Pilgrim Fathers until, and including, the vogue of Empire fashions in the last half of the eighteenth century, and is of rare value to the student of history and the writer of fiction, as well as to the Colonial Dames and other patriotic societies interested in the accurate presentation of past epochs in America. Its illustrations are, of course, an important feature of the work and are taken from old prints, photographs, portraits, etc. It reproduces many rare paintings, and includes excellent examples of the work of Van Dyke, Lely, Kneller, Reynolds, Copley, Stuart, West, and other famous portrait-painters. The illustrations appearing in the original two-volume edition are given in the present edition.

**Edwards.** George Wharton. *Brittany and the Bretons.* Illustrated. Size, 7 1/4 x 10 1/2 inches. New York: Moffat, Yard & Co. \$6 net.

Mr. Edwards writes of Brittany, as he wrote of the Netherlands in his "Holland of To-day," in an intimate, authoritative manner. For many years he has devoted himself to a study of Breton history and tradition, and his descriptions show a familiarity with the people, their customs, and, above all, the scenery and architecture of their country, that betokens a wide familiarity, gained at first hand, with his subject. This knowledge he has used in a way that has made his book entertaining as well as instructive. With his skill as a writer of travel literature is combined his well-known talent as an illustrator. The specimens of his pictorial art contained in this volume are excellent in imagination and drawing and comprise facsimiles of twelve water-colors and duotones together with many monotypes from original sketches.

**Fisher.** Harrison. *A Garden of Girls.* 4to, boxed. New York: Dodd, Mead & Co. \$3.50 net.

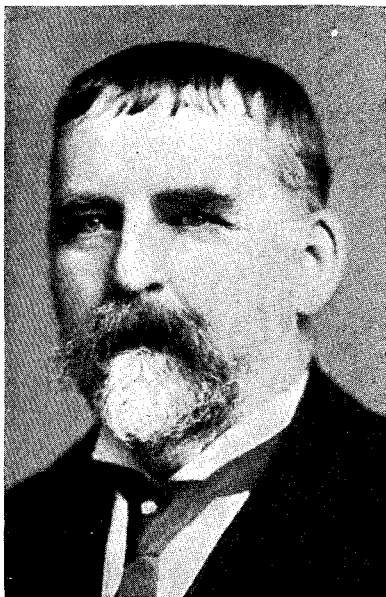
This is the Harrison Fisher Book for 1910 and contains many full-page colored illustrations in his well-known style: girls in riding habit, in uniform, at the opera, in student gown, in ball dress—highly characteristic, one and all. They accompany songs chosen from Herrick, Beranger, Hood, Campbell, Ben Jonson, Mrs. Browning, Kingsley, Paul Hamilton Hayne, and others, printed in large picture type, elaborately decorated by Theodore B. Hapgood. There is also a full-page portrait of the artist, sketched by himself.

**Forman.** Henry James. *In the Footprints of Heine.* Illustrated. 8vo, pp. 256. Boston: Houghton Mifflin Co. \$2 net.

The author of this charming book declares he has "never quite mastered" the art of



sightseeing. Let us be thankful he has not, if this book is the result of his lack. The masters of the art stuff us with so much dry information that travel becomes a study, a task, a burden. Mr. Forman leads us lightly through the Hartz forest with a holiday air that is infinitely enticing. When he is on foot, with his knapsack on his back, he makes



WILL H. LOW,  
Author of "A Painter's Progress."

comrades at every inn; when he boards the train it is not five minutes before he has a three-year-old girl on his knee and they are telling each other all their secrets. When he reaches the summit of the Brocken he falls in with a group of German students quite accidentally, and before the night is over they have not only made him one of their party, but lend him cap and saber while he leads them in a comic song.

If he has not mastered sightseeing, he has mastered the sightseers, and is evidently a capital comrade for a journey. He tells us every few pages that it is raining during most of his pilgrimage through the Hartz forest in the path Heine once trod, but nothing indicates that any of the damp got on his spirits. Most of us would have slopped and splashed along in the mud and drizzle for a few miles (or rods) and taken the train for home, but Mr. Forman seemed to find plenty of brightness without the sun's aid. Witches and fairies are all about in the Hartz region, and not one of them escaped his eye. The "black dog of Osterode" freezes the blood of the peasantry, "the wild huntsman" and his roaring train thunder through the forest o' nights, and all the witches of Germany revel on the summit of the Brocken. No doubt the guide-books tell about the wild huntsman, but it may be seriously doubted if any of them give such a picture of his midnight ride as Mr. Forman does in his chapter on the spectral hunt.

With all this witchery about, it would be strange if the author should escape entirely, and we find, in fact, that a charming young woman appears before the story has gone very far and leads him a merry chase through the rest of the book. She lives in Dresden, her name is Fräulein Hoppe, and in the last chapter we leave Mr. Forman on the train, with Dresden as his destination. Other footprints than Heine's have evidently claimed him.

Gheusi, P. B. Gambetta: Life and Letters. Whose Autobiography has recently been published.

Translated by Violette M. Montagu. Illustrated. Svo. New York: D. Appleton & Co. \$3.50 net.

The letters of the creator of the French republic are, in large part, address to his family in the south of France, and they suggest how constantly his father, mother, sister, and aunt were in his mind during all the years of political struggle in Paris when he was so seldom able to see them with his own eyes. This is particularly remarkable when it is remembered how often they failed in generosity to him. The letters picture his student days of poverty, as an advocate and deputy, and as Premier of France. The writer has provided sufficient commentary for us to understand many of the circumstances against which he stands out in relief and to dispel most of the calumnious rumors which for so many years have clouded his last days and death. The book contains four portraits of Gambetta and four of members of his family.

Harland, Marion. Where Ghosts Walk. Illustrated. Pp. 292. New York and London: G. P. Putnam's Sons. 1910. \$2.50.

Marion Harland's ghosts always walk in pleasant places, and this new series is charming. She has a way of combining historical facts with poetic fancy which fascinates the reader and proves instructive as well as pleasant reading. The present volume has chapters on Little Boy Blue, The Ladies of Llangollen, Charles I., Sir Philip Sidney, Joan of Arc at Chinon, Josephine at Malmaison, Amy Robsart, Stonehenge, George Herbert, and Marie Stuart. In each case, in a conversational, intimate way, she reproduces the local atmosphere and the historical setting of her subject. She speaks most feelingly of Joan and Josephine, their heart-aches and courage, and shows keen insight into the character of the Stuarts and Medicis. The illustrations are good and very well chosen.

Harte, Bret. Salomy Jane. Illustrated. Svo, 78 pp. Boston: Houghton Mifflin Co. \$1 net.

Western life, character, and adventure are at Bret Harte's best in this little story, written some twelve years ago and now appearing in attractive holiday dress, with full-page illustrations by Harrison Fisher and Arthur I. Keller. There is a pervading atmosphere of a thoroughly wild—and, possibly, purely traditional—California throughout the story, a spirit of romance that awakens an echo of interest in the hearts of those who are not too rigid in their demand for a strict realism in



MADAME MODJESKA.

their fiction. Horse thieves, vigilantes, and a heroine who is ravishingly beautiful, and who chews gum, are among the *dramatis personæ*, and the whole chronicle winds up as such chronicles should, in married happiness, affluence, and the social supremacy of the horse thief and the heroine in their new home in the east. The color illustrations and the



From Forman's "In the Foot prints of Heine."

HEINE'S LODGING AT GÖTTINGEN.

page decorations give an inviting holiday appearance to the little volume.

Hichens, Robert. The Holy Land. Illustrated by Jules Guérin and with photographs. New York: The Century Co. 1910. \$6 net. Carriage 27 cents.

Nearly every educated visitor to Palestine feels constrained to write a book on his experiences in that land. To the multitude of pilgrim annals Mr. Hichens now adds his contributions in a collection of articles that have appeared already in *The Century Magazine*. Fortunately his impressions are better worth recording than those of the ordinary tourist, and he has the skill to express them most felicitously. He is a literary artist of the first rank, who loves the Orient with the ardor of a poet, and who knows how to paint its scenes in word-pictures of rare beauty. Accordingly, his descriptions are more than ordinarily readable, and bring one a fresh sense of the magic charm of the East. He followed the ordinary tourist route, landing at Beirut, proceeding thence to Ba'albek and Damascus, and overland to Nazareth and Jerusalem. He was present in Jerusalem during Holy Week, and he made excursions thence to Bethlehem and to Jericho. There is nothing novel about this itinerary, and no new light is thrown upon these familiar places. Baedeker's guide-book and the misleading statements of dragomans and local ciceroni are the sources of all the wisdom that is here dealt out to us. This is not a book to which to go for accurate information on the archeology, geography, or history of Palestine. It should be read as one reads a poem, solely for the esthetic impression of its descriptions of scenery. The effect is enhanced by the eighteen exquisite color reproductions of paintings by Jules Guérin and the forty engraved half-tone reproductions of photographs. The book is printed in large leaded type on heavy linen paper with wide margins, and as a specimen of the printer's art is irreproachable.

(Continued on page 1113)





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# MOTOR-TRIPS AND MOTOR-CARS



## THE TWO GREAT ANNUAL SHOWS

IN January will be held in New York the two annual automobile shows, the first at the Grand Central Palace beginning on New Year's Eve, the second at Madison Square Garden, beginning January 7. Decorators have been at work for some weeks preparing for the first "the most elaborate and effective scheme ever attempted in automobile setting." This scheme is an Italian garden, with a rotunda forming the main port of entrance. Crimson and cream are the chief colors employed. The rafters of the roof and other parts of the structural iron-work overhead will be concealed by a canopy, in the construction of which 15,000 square feet of material have been used. Unsightly posts will be covered by material representing Italian marble and tiling and the floor by a crimson carpet. It is promised that "not a square inch of the present interior" will remain in view. Even the balconies will be transformed in ways giving them the appearance of terraces. The entrance will have its wrought-iron *portecochère* done over in the Italian style. Decorators insist that, while the color scheme in crimson and cream may seem daring, they will so shade the illumination as to eliminate anything dangerous. The general effect will be "warm and glowing without glare."

In the Madison Square Garden exhibition,



From "Motor Age."

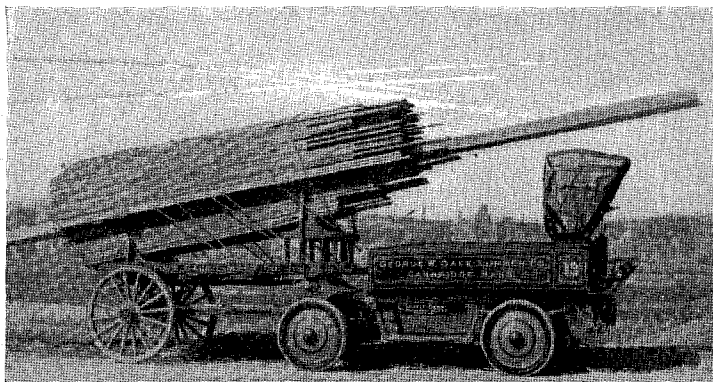
A MOTOR-SPRINKLER USED IN SPAIN.

members of the old American Car Manufacturers' Association will join the makers who exclusively heretofore have exhibited in the Garden. All this means a great addition to the list of exhibitors, and has involved a reconstruction of the interior of the Garden, where the use of structural steel has been made necessary. The newcomers to this show are said to number thirty-seven American makers, besides whom there will be exhibitions from many foreign makers. As a consequence, many well-known types of cars will be seen at the Garden this year for the first time. Early in February a national show will be opened in the Coliseum in Chicago when practically all these cars will be exhibited again.

## THE DAY OF THE COMMERCIAL CAR

More and more attention continues to be given by motor periodicals to the commercial car. In point of what may be called "news value," this car almost takes prece-

dence now over the motor passenger vehicle. A writer in *Motor Age* declares that the commercial car "has reached the turning-point which leads it into the broad glare of publicity." In past years makers "have been content to plod along with experiments," and have been "chary of participating in contests such as are promoted for makers of pleasure vehicles." They have desired rather to wait until their products "could go under the public's microscope," which means a

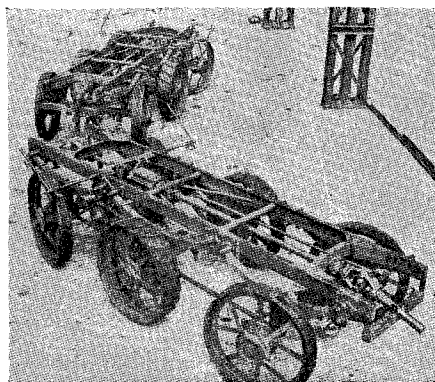


From "The Commercial Vehicle."

COUPLE-GEAR ELECTRIC TRUCK FOR HAULING LUMBER.

demonstration not only of their utility but of their economy and durability. During October, however, competitions were held in four large cities, where the eagerness with which makers gave their support "shows very plainly that the business-car makers are now ready for public inspection."

Note has already been made of a contest from Philadelphia to Atlantic City with satisfactory results. In Chicago a run was made to Milwaukee and return. Fifty-one trucks started. They ranged in size from small delivery wagons to five-ton trucks. Each vehicle was to cover a distance of 212 miles and to carry its full load. Bad weather prevailed, but, in spite of this and some other handicaps, the contest proved to be of considerable value to makers, especially because it "attracted wide-spread attention in the business world." In Milwaukee astonishment was created when business men learned that a three-ton truck in eight hours had covered 108 miles with a full load. A little figuring convinced them that the trucks had delivered these loads in faster time than would have been done by express, when the figuring took into account the time occupied in sending the goods to the express office and in delivering them from the railroad depot. As a road demonstration this trial "was



From "The Commercial Vehicle."

CARS FROM A TRAIN OF MOTOR-TRUCKS MADE IN ENGLAND

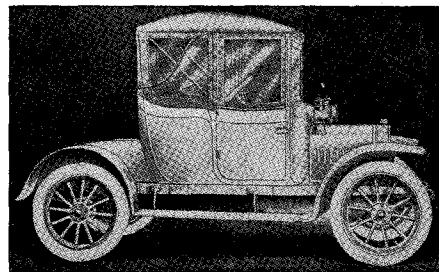
most successful." *Motor Age* believes that makers "will find themselves in fine condition for the fight for business in 1911." Having once got "into the publicity limelight," it will take little effort on their part to remain there.

## A TRAIN OF MOTOR-TRUCKS

At Coventry in England has been taken over from France a device for employing motor-trucks in the form of a train run without tracks. As the results of experiments in England various improvements have been made in the original French design, but these improvements are slight and relate chiefly to propulsion. The system employed is explained by a writer, R. W. Crowley, in *The Commercial Vehicle*. There is no hauling or trailing, as in the ordinary form of traction engine. The train has only one motor, but each truck in the train is separately propelled by a mechanical device of its own. The distributed propulsion thus secured is conveyed by

a universal shaft running through the entire length of the train, power from this shaft being transmitted to a central pair of wheels on each vehicle. The ordinary differential shafts and side-driving chains are employed. The writer explains further:

"In the hub of each driving wheel a strong spiral spring drive is arranged, through which the power is transmitted to the road wheels,



From "The Automobile."

SUGGESTION FOR A DOCTOR'S RUNABOUT.

thus insuring very smooth starting even on the worst gradients and roughest of roads. The spring drive also takes up all undue shocks on the transmission, as when the train passes over rough ground.

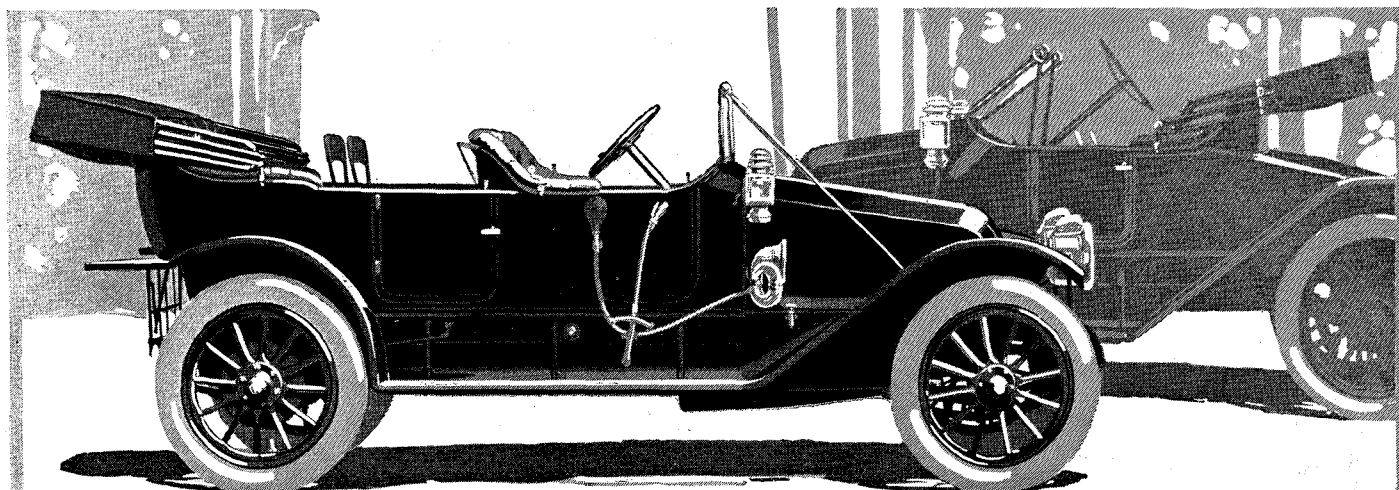
"Each follower chassis is mounted on six wheels (three axles), light axle weight throughout the train being thus obtained and, consequently, less damage to road surface or bridges, etc., as there are six bearing points on the ground, against four in most other methods of road transport. The six wheels also reduce the shocks and vibration due to bad roads. The distribution of driving power enables a light locomotor with an axle weight not above 4 tons when loaded with stores, spares, etc., to be used, and permits light driving wheels in place of the cumbersome ones that have to be used on traction engines. The difference done in the damage to roads and bridges between these two types of vehicles will be at once apparent.

"Another advantage of this continued propulsion is that should one or two vehicles of a train get into trouble in soft or bad ground, and their driving wheels be unable

(Continued on page 1106)



Franklin



## Which Shall It Be, Water Cooling or Air Cooling?

The first requirement of any cooling system for an automobile is reliability. The answer to the question of which is the more reliable, water cooling or air cooling, rests between:

First, a system that comprises pump, drive for pump, radiator with thousands of soldered joints, plumbing, fan, drive for fan etc., and,

Second, a system that simply utilizes the fly wheel of the motor, the engine boot and hood and does not add extra mechanism.

Next comes the question of which is the more useful and convenient. This rests between:

First, a system that requires infinite attention during cold weather to keep it from breaking down, requires non-freezing mixtures that corrode and damage the radiator and pipes, a heated garage, and a tank to be kept filled, care always being necessary to use water that will not leave a deposit to clog up the radiator and pipes, and,

Second, a system that utilizes a medium of unchangeable efficiency, one that never causes trouble, works the same at the temperature of the North Pole or of the Sahara desert, in fact is always the same three hundred and sixty-five days in the year and requires no attention.

The next consideration is that of net results. This is between:

First, a complicated system that with proper care and attention does its work well but not with the utmost economy and efficiency and which may break down, and,

Second, a simple system that requires no attention and does its work perfectly with the utmost economy and efficiency in the hottest or coldest climate and which can not break down.

### Which Shall It Be?

Those who accept water cooling think it is necessary. A thorough investigation always shows the contrary.

It is clear that a cooling system without mechanism must be reliable, whereas a cooling system with mechanism is reliable only according to its condition and the care given it.

All gasoline motors require a fuel supply system. Why a cooling system, with complicated mechanism?

Using an air-cooled motor in a boat, in summer and with water all around, would be poor engineering. You do not have to cool the water or use it over. Why is not a water-cooled motor in an automobile, for which you have to carry the water and cool it over and over again and which you want to use in winter as well as in summer, poor engineering?

The owner of a Franklin air-cooled automobile actually

forgets that there is such a thing as a cooling system. The owner of a water-cooled car can not forget the cooling system. He must carry it around all the time, pay for it, put water into it.

The cylinders of the Franklin engine have vertical cooling flanges and sheet-metal air jackets, open at the top and bottom. These jackets with extended side members form, with the hood and engine boot, an air-tight compartment. At the rear of this compartment is the fly wheel suction fan.

As the fly wheel revolves the cooling air is drawn in through the air jackets down around each cylinder. The air that passes one cylinder does not pass any other cylinder, each cylinder receiving fresh, cool air in large and equal volume. The greater the speed of the motor, the greater the volume of air drawn in.

Franklin air cooling commands the favor in whatever way it is looked at, in whatever way it is investigated, if the investigation is thorough.

The Franklin exhibits at the New York and Chicago shows in January and February will be works of art. Be sure to visit them.

Write for the Franklin catalogue

Four- and six-cylinder touring cars, single and double torpedo-phaetons, enclosed cars, special speed car, taxicabs and trucks.

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Cleveland O - 6016 Euclid Avenue  
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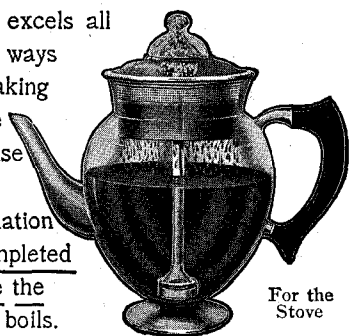
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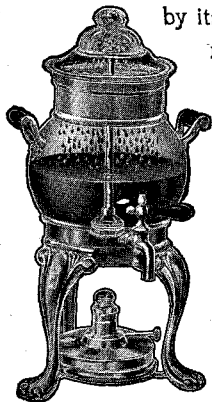


**T**HE "Universal" Percolator excels all other ways of making coffee because the percolation is completed before the water boils.



For the Stove

Coffee made in it is easily known by its delicious aroma, fine flavor and the absence of the bitter taste caused by boiling.



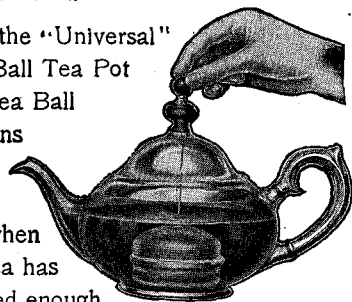
For the Table

If you want to know what perfect coffee is like, try the "Universal."

**E**VERY woman knows Tea leaves should not steep too long, that Tea Balls are drippy and inconvenient.

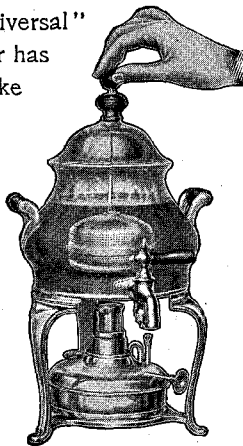
In the "Universal" Tea Ball Tea Pot the Tea Ball remains in the Pot.

and when the tea has steeped enough is raised from the water and suspended above it, inside the cover. The last cup is the same as the first, and every cup Perfect Tea.



**T**HE "Universal" Samovar has a Tea Ball (like the pot above), also a lamp that boils the water in seven minutes, and a faucet to pour from.

For Afternoon Teas or Tea at any time!



Write for our Large Book of Useful Household Articles. Free.

These machines sold by best dealers everywhere

**LANDERS, FRARY & CLARK**  
108 Commercial Street, New Britain, Conn.

## MOTOR-TRIPS AND MOTOR-CARS

(Continued from page 1104.)

to get an effective grip, but revolve idly, the driving wheels of the remaining vehicles being on good ground are utilized to get the other vehicles out of the difficulty. Each vehicle of a train is automatically steered, so that it follows in the exact track of the locomotive similarly to a train on rails, the driver having to steer the motor only. Moreover this steering is quite as effective when a train is traveling backward. A train composed of any number of vehicles can turn in the same space as a single truck sleeve-valve type and any number up to four followers, which may be for passengers, freight, or both as desired. All trains are geared so that they can with ease negotiate fully loaded any hill to a gradient of one in five, or can traverse comparatively soft road track. Each wagon has a carrying capacity of five tons and each passenger carriage takes on 25 to 30 persons, thus the usual train to carry a total useful load of 20 tons or 120 passengers. The speed on a fairly hard and level road is up to ten miles an hour."

### LOWER PRICES FOR TIRES

*Motor Age* hears that on December 1 tires were to be "sharply cut in price." "A horizontal slash of 15 per cent." had been decreed, with prospects of a 20-per-cent. cut later. The cause is found in the "inexorable laws of supply and demand" by which raw rubber has been forced down to about \$1.40 a pound, whereas last spring Para rubber in the open market was selling for over \$3 a pound. Believing that the market had been manipulated, many in the tire trade some weeks ago took action which caused the market to waver, and then to take a downward course. Tire dealers believe the price ought in time to fall to \$1.20 a pound. As the cost of tires has been a great hindrance to motoring this reduction has been hailed with much satisfaction by the trade.

Coincident with the fall in price of rubber come reports from Mexico of a decline in prices for the guayule shrub, the well-known substitute for rubber. A few weeks ago this shrub was selling for \$300 Mexican money, or \$150 gold per ton. It has since sold down to \$150 in Mexican money. Guayule forms the largest part of Mexico's production of rubber, or substitutes for it. William Mageau writes from the City of Mexico that "something like eighty per cent." of Mexico's product is from this source.

### THE FARMER'S MOTOR-CAR

Isaac T. Marcossan, who has been known for some years as a writer on financial and industrial topics in leading periodicals, contributes to *The Saturday Evening Post* a striking paper on the extent to which the motor-car has been purchased by farmers in the West. Already, he says, in many sections "the buggy is regarded as a well-nigh superannuated institution." In some counties "about the only time the buggy is rolled out is for funerals or for courting." He finds that there are now in this country 85,000 automobiles, or practically one-fourth of the total output, owned and used on farms. Two-thirds of the machines owned in Kansas are owned by farmers, and nearly one-half of those in Nebraska. In New York State only one out of every 200 persons owns a car, but

in Iowa one out of every 32 farmers owns one. He continues:

"Between January and June of this year the farmers of six middle-western States spent more than twenty million dollars for automobiles, and they bought for cash. Wherever you turn, from the northern outskirts of the Dakotas to the Texas borderline, you will find the trail of the gasoline car across the farm. It has made agricultural life more attractive; it has destroyed the isolation of the rural worker; it has annexed the ranch to the town; it has brought the market to the farm's door, and in various vicinities it is working out a social and educational revolution. In short, it has become an implement of practical utility instead of a luxury.

"You can go to any one of half a dozen western States and get the typical story of the automobile on the farm. I went to Kansas because there are more automobiles on the farms there than in any other State and because their work is illustrative of what is accomplished elsewhere. The Kansas farmer did not take the lead in motor ownership "because," as one Westerner has said, "there is so little liquor in the State the farmer has to make up in gasoline," but because he is one of the most intelligent and prosperous of all the American farmers. He realized just what aid the motor-car could bring him in his work. In 1908 there were only twenty-one hundred automobiles in the State, evenly divided between town and country; now there are nearly eleven thousand, and two-thirds are on the farms. In the ten counties of Reno, Barton, Rice, Pawnee, Stafford, Finney, Ford, Kearny, Hamilton, and Gray, with a total population of barely one hundred and sixteen thousand, there are over four thousand automobiles, or one machine for every eighth family, for these western families are large. In Barton County, which has eighteen thousand people, there are one thousand cars, or one for every third family. In Larned there is a car for every fifth person, while in some counties, notably Pawnee, there are enough machines to carry the entire population."

During his trip Mr. Marcossan found good garages in many small towns. In one village having only "a main street and a few stores" a brick garage was "the best building in the place." Some one remarked to him that "a Kansas town without a garage is no town at all." He adds:

"And so it was all along the line. The introduction of the automobile on the farm has been a developing factor in the country towns. The hustling young clerk has become agent for a car; the blacksmith has graduated into a mechanic. Both have prospered.

"Beyond Ellinwood I saw a touring-car standing alongside a fence. Inside sat a man who was watching a harvesting crew at work in a field. I asked him if he owned the car and he said he did. Then he added, 'I don't know what I'd do without it.' His case is the common one that I found in many sections. He owns thirty-five hundred acres of land in half a dozen pieces scattered throughout two counties. He used to keep four driving-horses and with a good team it took him a whole day to get around. These horses, with harness and vehicles, represented an investment of eight hundred dollars. The upkeep was thirty-five dollars a month. In threshing-time he had to leave home at four o'clock in the morning and he did not get home until after ten o'clock at night. Then he bought a second-hand touring-car for fifteen hundred dollars and sold his horses. Now he can get all over his farms in half a day."

Many farmers in Kansas and Iowa own quarter-sections in three or four counties, so

### A Wholesome Tonic Horsford's Acid Phosphate

Quickly relieves that feeling of exhaustion due to summer heat, overwork or insomnia.

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that it is easy and expeditious to visit them with a car. In Barton County Mr. Marcossion found the "real empire of the rural motor." All the farmers there "were rolling in wealth and in automobiles." When a circus put up its tent in the county seat there were by actual count "510 cars lined up against the sidewalks." On another day, a Saturday afternoon, Mr. Marcossion counted 100 cars in the public square which later in the afternoon were turning back into the country "loaded with groceries and supplies."

Not only are young farmers using cars, but the old settlers. Men who crossed the plains in schooners and fought the Indians are now driving cars. One Kansas farmer whom Mr. Marcossion met had taken his car with him on a trip to Scotland. Many prosperous farmers would have retired and gone to cities to live except for the car, which has enabled them to remain on the farm because of the facility it gives for making trips away from it. Much use is made of cars in reaching union schools, one being often employed by a neighborhood to gather up children from many houses. An enlargement of school classes has thus resulted and schools have been thus raised from ordinary graded schools to high schools, so that the farmer does not need to send his son or daughter to a paid city school in order to obtain higher instruction for them.

Mr. Marcossion found much use made everywhere of the engine of the car as a generator of power for the farm. In Kansas it is used to run "alfalfa stackers," in Kansas to run cream-separators, and in Nebraska to propel buzz-saws. Elsewhere it is employed to cut down and dig post-holes. Many other uses are specified, including delivery of milk and butter, transportation service, and mail delivery. Mr.

#### THEY GROW

Good Humor and Cheerfulness from  
Right Food and Drink.

Anything that interferes with good health is apt to keep cheerfulness and good humor in the background. A Washington lady found that letting coffee alone made things bright for her. She writes:

"Four years ago I was practically given up by my doctor and was not expected to live long. My nervous system was in a bad condition.

"But I was young and did not want to die so I began to look about for the cause of my chronic trouble. I used to have nervous spells which would exhaust me and after each spell it would take me days before I could sit up in a chair.

"I became convinced my trouble was caused by coffee. I decided to stop it and bought some Postum.

"The first cup, which I made according to directions, had a soothing effect on my nerves and I liked the taste. For a time I nearly lived on Postum and ate little food besides. I am today a healthy woman.

"My family and relatives wonder if I am the same person I was four years ago, when I could do no work on account of nervousness. Now I am doing my own housework, take care of two babies—one twenty, the other two months old. I am so busy that I hardly get time to write a letter, yet I do it all with the cheerfulness and good humor that come from enjoying good health.

"I tell my friends it is to Postum I owe my life today."

Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



## "Grea-a-at!!" he'll say after Xmas

YOU know a man always says, "Don't give me anything for Christmas." He thinks you can't pick out anything that he wants.

But you just buy him an AutoStrop Safety Razor.

A few days after Xmas you'll hear him say, "Gee, Mary, this AutoStrop Safety Razor is gre-a-a-at! It really isn't a safety razor. I've tried those things and they won't shave at all. I can strop this Auto-Strop Safety Razor as quickly, handily and expertly as my barber can, and with it I can shave myself just as expertly as he can. Gr-e-a-at!"

Then you will say: "And so your wife has showed you something you didn't know, for once."

GET ONE. TRY IT. (Dealers Also Read This.)

If it doesn't give you head barber shaves, dealer will willingly refund your \$5.00, as he loses nothing. We exchange the razor you return or refund him what he paid for it.

Consists of one self-stropping safety-razor (silver plated), 12 fine blades and strop in handsome case. Price \$5.00, which is your total shaving expense for years, as one blade often lasts six months to one year.

The best way to forget to get an AutoStrop Safety Razor is to put it off until to-morrow.

AutoStrop Safety Razor Co., 327 Fifth Avenue, New York;  
233 Coristine Bldg., Montreal; 61 New Oxford St., London

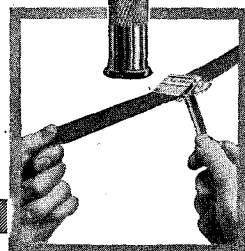


# AutoStrop

## SAFETY RAZOR

Far Quicker,  
Handier than  
any other Razor

Strops, Shaves,  
Cleans Without  
Detaching Blade



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## Most Nutritious Food Made From Flour

A strong statement — but an absolute fact. Backed up by years of testing.

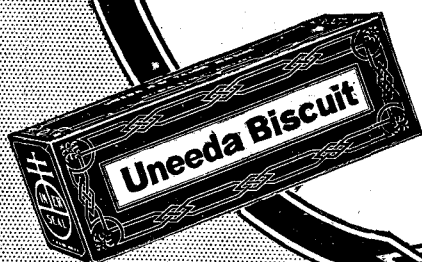
The stomach digests them with pleasure, and sends them on their way to make rich, red blood, sound flesh and tough muscle.

*Every ingredient is a strength-giver, scientifically blended and perfectly baked.*

Crisp and delicious Uneeda Biscuit come to you in their dust tight, moisture proof packages, fresh, and clean, and good.

NATIONAL BISCUIT COMPANY

(Never sold in bulk)



**5c**

for a package

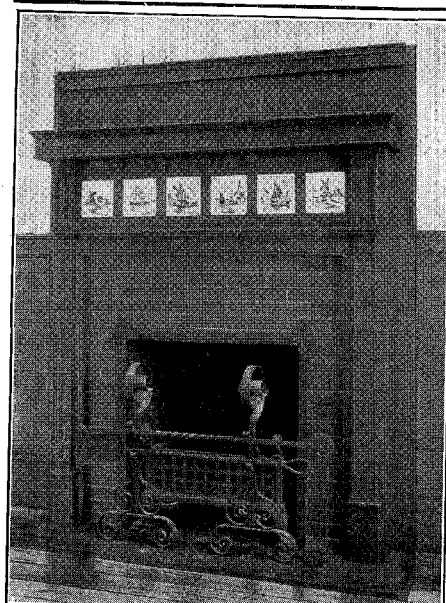
Marcosson found a clergyman in Kansas who used a car as a circuit rider. It has enabled him to extend his circuit to sixteen miles around. Instead of holding one service a day, he can now hold at least three in as many counties. He commonly covers 35 or 40 miles each Sunday. Likewise the car has proved an important factor in bringing farmers to church. Formerly the farmer's horses becoming tired with the week's work were not taken out on Sunday, but the motor-car never gets tired. Of the influence of the car on good roads Mr. Marcosson also writes, its influence having done more for good roads in ten years than "fifty years of oratory and resolutions" have been able to accomplish.

### THE CAR-TAX HERE AND IN EUROPE

Some interesting details are given in a letter from Paris to *Motor Age*, as to comparative taxes on motor-cars and gasoline in this country, England, and France. The conclusion is that the United States "is the cheapest country in the world in which to own a motor-car." While the American can "purchase a car as unfettered as the buyer of a wheelbarrow," the European is "bound round by questions of taxation." Moreover, the tax on gasoline in Europe adds materially to the cost of upkeep. Motor laws have been made by only thirty-eight out of forty-eight States in this country, and of these only eight impose taxes on cars, or on the owner or driver. The net income derived in these States from the 580,000 cars now believed to be in use in this country, is small. In England, however, where exist only about 50,000 cars and 40,000 motor-cycles, the motor-tax, including that on gasoline, produces a revenue of \$3,925,000. France, with 55,669 privately owned cars, collects an average car-tax of about \$38, and an average motor-cycle tax of \$2.40. These figures for France do not include the tax on gasoline, which is sufficient to raise the total tax to about \$7,000,000. Massachusetts is the only American State which approaches European practice. An owner in Massachusetts may pay as high as \$25 a year for his car, with \$20 additional for his examination fee and \$2 for his driving license. The writer in *Motor Age* says further:

"France and England, the two countries having taken the lead in motor-car taxation, have fixed on horse-power as their basis. Brought down to its simplest elements, the French scheme consists of taking the manufacturer's estimate of the horse-power of a car, with the right, if they consider that estimate too low, of using a formula of their own. The formula, however, gives a rating about 50 per cent. lower than the reality. This explains the general tendency of European manufacturers to give a low rating to their cars. It is wise when each horse-power may cost the owner from \$1 to \$3 per annum. It explains, too, why many of the biggest European cars will not print more than 25 horse-power—in the catalog.

"For the sake of accurate comparison take an ordinary four-cylinder touring-car of less than 4 inches bore. This is admittedly a low-powered car, and one that might be placed in the \$1,000 to \$1,200 selling class in America. Before you can take it out on the road in England, the sum of \$20 must be paid to the state. The registration of the car will cost you \$4.80; you must have a driving license, for which a fee of \$1 will be charged; if you keep a chauffeur you must pay for the privilege—apart from his wages—to the extent of \$3.50. But the



"While I was musing the fire burned"

—PSALM 39: 3.

There's no greater pleasure than to sit and muse before the open fire. A

## WOOD MANTEL

without which no room is complete—is the fittest frame to the fireplace, because it harmonizes best with the woodwork of the room. *Factory Built Wood Mantels*, as well constructed and finely finished as the highest-grade furniture, can be bought in every architectural style, and at prices to suit all pocket books. You'll find many suggestions for the house builder and owner, in our booklet

### Why Wood Mantels?

That we will be glad to send you, if you address

WOOD MANTEL MANUFACTURERS' ASSOCIATION

H. T. BENNETT, Secretary

Room 1222, State Life Building, Indianapolis, Ind.

Our readers are asked to mention THE LITERARY DIGEST when writing to advertisers.



car is useless unless it travels, and as it can not be made to give service without consuming taxed gasoline, there will be a further amount to pay to the treasury. The gasoline tax, of course, depends on the distance traveled, but estimating on 6,000 miles in the year and an average of 30 miles to the gallon, the treasury will be the richer through you to the extent of \$12. Thus, for a little runabout, which you may have purchased second-hand for \$500, you will contribute to the state the sum of \$41.30 each year. If you are a wealthy man and have the temerity to own a six-cylinder car of a fraction over 5 inches bore, its direct taxation would be \$285.60 per annum, with an addition of about \$50 for the duty on gasoline consumed, driving licenses for yourself and chauffeur, etc., making a total of over \$336 paid to the state. For the highest-powered private cars England holds the record in the matter of taxation.

"France is the dearest country in the world in which to own a small or medium-powered car, and it is not until we get into the 60 to 90-horse-power class that the taxation rates drop below those of Great Britain.

"It is certain that the American user is never brought to prefer a car of 3 inches bore in preference to one of 3½ inches cylinder diameter because the former will consume less gasoline. Supposing he uses 200 gallons of gasoline in the year, purchasing at 20 cents a gallon, the bill at the end of the year will only be \$40, and for this amount he may, with a five-passenger car, have covered as much as 6,000 miles. In England the same amount of fuel will have cost him \$56, of which the tax is responsible for \$12. In France, supposing the gasoline is bought to the best possible advantage, that is, without paying a local tax, the price will be \$73. If the car is used exclusively in Paris the cost will be \$118. There is only one country in Europe which can at all compare with the United States, and it is little industrial Belgium. There, thanks to the absence of taxation, gasoline can be purchased at 15 to 18 cents a gallon."

#### ROUTES ACROSS THE CONTINENT

At this writing (December 1) Mr. A. L. Westgard, representing the Touring Club of America, must be near his Pacific coast destination in his motor trip across the continent, which was begun in New York on October 10. The purpose of this trip was to lay out a desirable route, having in view ultimately the improvement and maintenance of a continuous road from the Atlantic to the Pacific. Mr. Westgard had been made a special officer of the Department of Public Roads and departed on his journey in the presence of Director Page, who had requested him to take photographs and collect other data as to types of roads, nature of hills, condition of bridges, etc. When he left New York on October 10, he expected to consume at least sixty days in his journey. He was to proceed by way of Buffalo, Chicago, Omaha, and Kansas City, the remainder of the route being over the old Santa Fé trail, the only feasible route during the latter part of the year. He did not intend to make any speed records, but rather to pursue a leisurely course, in order to collect all the data that might seem desirable.

Mr. A. E. Tibbe of Kansas City, who has taken personal interest in this enterprise, writes to THE LITERARY DIGEST that he intends himself to make a trip from Kansas City to California with his family in the spring, employing two automobiles for the purpose. He has traveled over the route many times by team and believes he can supply useful information as to that part of

## THE MESSAGE CUT GLASS BEARS



Candle Stick and Cologne Bottle

LAST SUMMER, a Toledo manufacturer, while traveling in Europe, journeyed to a famous Hungarian pottery, in order to contract at first hand for a certain type of colored porcelain ware. When the proprietor learned the traveler's home city, he was much surprised.

"You have come a long distance to see me," he said, "and if I wished to buy the finest of cut glass I should be obliged to go back to Toledo with you—to Libbey's."

The American, on his return, said that while he knew that Libbey cut glass is the best in the world, he didn't know that all the world knew it. However, the Libbey Glass Company was established ninety years ago, and it is literally true that Europe was collecting choice specimens of Libbey glass long before the great bulk of Americans were alive to its splendor and intrinsic worth. Today the Libbey name (cut on every piece) means as much in every city, town and hamlet in America as it has always meant to the cultured European collector.

Perhaps it now means more, because today cut glass has come into its own to a degree that could hardly have been foreseen less than two decades ago, when the Libbey Building at Chicago was one of the really great attractions of the greatest world's fair this country has ever seen.



Fern Dish and Flower Pot

The change in the public viewpoint has been twofold. Today cut glass for the table is a necessity; one finds it in hundreds of charming and graceful forms—for almost as many uses—while only a few years ago the types and styles could almost have been counted on the fingers.

Cut glass declined to remain in the dining room—shut up in a crystal cabinet. It has found its way to my lady's boudoir—into the living rooms—to the man's den and even his office. It carries not only the message of beauty and art, but teaches us that beauty can and should be the attribute of the "every day things" about us.



Bitters Bottle and Whiskey Set

Extravagance? Not a bit of it. Its superb sheen is for all time—its brilliancy will challenge your admiration long after the years have dimmed the luster of your gold and usage has marred your treasures of silver.

But in buying your cut glass for Christmas, give due heed to a reputation well earned. Choose from a Libbey stock for the all sufficient reason that it is "The World's Best."

"What every woman wants"



In no other field of artistic handicraft is leadership so clearly shown as in

**Libbey**

THE WORLD'S BEST CUT GLASS

Quality and design of the highest type are wedded by a master's touch in the graven crystal—at Christmastide no gift more warmly welcomed.

One Libbey dealer in your community  
**THE LIBBEY GLASS COMPANY**  
TOLEDO, OHIO



**SANITOL**  
**TOOTH POWDER**

is a positive safeguard against tooth decay.

Keeps the teeth white, the gums healthy and the mouth clean and wholesome.

Powder or paste  
25c everywhere

Send for a Free  
Sample Package  
of "T" Pins

The perfect pin for home and office use. It can be inserted without hurting the fingers, and withdrawn, no matter how firmly imbedded, without breaking the finger nails. Always holds securely—the head cannot possibly pull through. Strong, needle pointed, made in seven sizes. Write for the free sample package today.

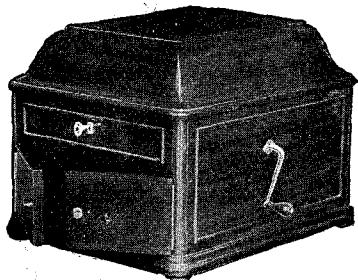
Cushman & Denison Mfg. Co.  
238 W. 23rd St., NEW YORK

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# Victor-Victrola

## Three new styles



**Victor-Victrola XI, \$100**  
Mahogany or oak

**Victor-Victrola X, \$75**  
Mahogany or oak



**Victor-Victrola XIV, \$150**  
Mahogany or oak with racks for records



## The first and only instrument of its kind

No other musical instrument possesses the clear, beautiful, mellow tone-quality of the Victor-Victrola.

When the Victor-Victrola was introduced four years ago, it created a sensation in the musical world and set a new standard for tone-quality.

And that tone-quality is still supreme today.

Look for the  
Victor dog  
on the lid of  
every Victor-Victrola



To get best results, use only Victor Needles on Victor Records  
New Victor Records are on sale at all dealers on the 28th of each month

the route which comprizes Kansas, Colorado, and the Pan Handle of Texas. He says:

"The old Santa Fé trail, as we know, pretty much follows the Arkansas River, and no doubt was so laid out on account of the scarcity of water away from the river in the early days. The trail west of Dodge City begins to be rough and sandy. I have made the trip from Dodge City, Kansas, via Trinidad, Colo., and can assure you that the roads on this route are like boulevards, except about eight miles of sand, which is not bad. You will note from the map how distance is saved, but more than that, splendid roads are secured. I would consider all this to mean a saving of a day's trip, besides along the route will be found small towns every 25 miles, the same as on the Santa Fé trail.

"The shortest route of all, and this is over fine roads, would be to follow the Kock Island either to Dalhart or Tucuman, and thence to Las Vegas or Santa Fé. I am not informed, however, as to the road between the latter places, but presume it is as good as any in the western country."

## SYSTEMATIZED MOTOR TRUCKING

What *Motor* describes as "probably the most important plan yet devised in the effort to systematize the motor-wagon traffic in the Greater City," has been put forward by a terminal company in Brooklyn, now erecting a ten-story freight station. The chief aim is to eliminate from the streets "hazardous traffic." A schedule of routes radiating into the principal wholesale quarters of the city will be established, with transfer stations at the outskirts of each quarter, where the contents of large motor-wagons, having from three to four tons capacity, will be distributed among smaller trucks. Ten such transfer stations are in contemplation. Large motor-wagons to the number of fifteen or twenty will be accommodated at the terminal building. Each is estimated to cost about \$4,000, the smaller ones being listed at about \$2,000 or possibly \$3,000. In connection with this work, the terminal company has made careful calculations as to the respective cost of horses and motor-trucks. The result is a balance "convincingly in favor of the latter." A statement given out by one of the officials of the company says:

"We are convinced that, in general, motor-truck service is cheaper than horse cartage, and in our own particular case we believe that our system will make the difference still more marked, for our organization will be able to conduct trucking operations more cheaply than any individual merchant can do. However, we prefer to let the eating be the proof of the pudding and to refrain from sanguine predictions. But we have no objection to giving our indorsement to figures which have recently been published by an expert in such matters. This writer takes the case of a merchant who, in order to cover certain distances each day, is compelled to employ three drays, each of which can cover an average of two and one-half miles per hour for three hundred working days of six hours each; while a motor-truck of five-ton capacity can negotiate eight miles per hour. The latter will, therefore, make 48 miles each day, while each of the drays can cover only 15 miles, a total of 45 for the three. In other words, so far as distances are concerned, three drays and an average of seven horses are required to do the work of one motor truck.

"It will be seen that, according to this estimate, the additional cost in the original purchase price of the motor-truck as compared with the cost of the drays is amply made up by the great savings in operation and other items.



**Vapo-Cresolene**  
(ESTABLISHED 1879)

for Whooping Cough,  
Croup, Asthma,  
Sore Throat, Coughs,  
Bronchitis, Colds,  
Diphtheria, Catarrh

"Used while you sleep." A simple, safe and effective treatment avoiding drugs, Vaporized Cresolene stops the paroxysms of Whooping Cough and relieves Croup at once.

It is a boon to sufferers from Asthma.

The air rendered strongly antiseptic, inspired with every breath, makes breathing easy, soothes the sore throat and stops the cough, assuring restful nights.

Cresolene relieves the bronchial complications of Scarlet Fever and Measles, and is a valuable aid in the treatment of Diphtheria.

Cresolene's best recommendation is its 30 years of successful use. Send us postal for Descriptive Booklet.

For Sale by All Druggists

Try Cresolene Antiseptic Throat Tablets for the irritated throat, composed of slippery elm bark, licorice, sugar and Cresolene. They can't harm you. Of your druggist or from us, 10c in stamps.

THE VAPOR-CRESOLENE CO., 62 Cortlandt St., New York  
Or Leeming-Miles Building, Montreal, Canada

## 6% SECURED CERTIFICATES

When you invest your funds in our Secured Certificates they are safeguarded by First Mortgages on improved Salt Lake City real estate and the Capital and Surplus of this institution. Moreover, they will earn 6% interest per annum, payable monthly, quarterly, or semi-annually as desired. A distinctive feature connected with these Certificates is that the Mortgages securing same are turned over absolutely to the investor.

Write for booklet "F."

Capital and Surplus \$400,000.00

**SALT LAKE SECURITY & TRUST COMPANY**

:: SALT LAKE CITY, UTAH ::  
F. E. MCGURRIN, PRES. EST. 1886

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In addition to this, it must be borne in mind that these figures do not include cost of stable rent, stable help, and stable equipment, which is greater in the case of horses than for motors. I would say that these figures are not only unbiased, but they even favor the side of the horse dray more than it deserves. The life of a motor-wagon can be definitely predicted. That of a horse is problematical. Furthermore, the application of a proper method in the matter of hauls will bring the cost of carting far below the estimates quoted, and, finally, the division of the city into delivery zones will result in speed and economies unthinkable when unsystematized horse-truck service is used."

In connection with this statement the table referred to is printed by *Motor*. It gives figures for cost of trucks and drays, the yearly expenses, and the operating costs:

| INVESTMENT                                           |                 |
|------------------------------------------------------|-----------------|
| Three Drays                                          |                 |
| 3 drays at \$400.....                                | \$1,200         |
| 7 horses at \$250.....                               | 1,750           |
| 6 sets harness at \$100.....                         | 600             |
|                                                      | <b>\$3,550</b>  |
| One Truck                                            |                 |
| 1 truck at .....                                     | \$3,750         |
| YEARLY EXPENSE                                       |                 |
| Three Drays                                          |                 |
| Interest at 6 per cent. (\$3,550)....                | \$213           |
| Depreciation:                                        |                 |
| Horses at 33½ per cent. (\$1,750).....               | 584             |
| Drays at 20 per cent. (\$1,200).....                 | 240             |
| Harness at 25 per cent. (\$600).....                 | 150             |
|                                                      | <b>\$1,187</b>  |
| One Truck                                            |                 |
| Interest at 6 per cent. (\$3,750).....               | \$225           |
| Depreciation (tires not included):                   |                 |
| Frame, etc., at 10 per cent. (\$3,325).....          | 332.50          |
| Chains, bearings, etc., at 50 per cent. (\$225)..... | 112.50          |
| Body at 20 per cent. (\$200).....                    | 40.00           |
| Total .....                                          | <b>\$710.00</b> |
| OPERATING COST                                       |                 |
| Three Drays                                          |                 |
| 3 repairers, paint, etc., at \$150....               | \$450           |
| 3 drivers, 300 days, at \$2.50.....                  | 2,250           |
| 7 horses, feed, at 45c. per day.....                 | 1,150           |
| 7 shoeing, vet., etc., 12 mos., at \$2.....          | 168             |
| Total .....                                          | <b>\$5,205</b>  |
| One Truck                                            |                 |
| 1 repair, paint, etc. ....                           | \$165           |
| 1 driver, 300 days, \$3.....                         | 900             |
| Gas and oil, 300 days, 48 miles x 3¼.....            | 480             |
| Tires on above mileage.....                          | 400             |
| Total .....                                          | <b>\$2,655</b>  |

#### SECOND-HAND CARS

An editorial article in *Motor Age* declares that the automobile agent now often finds his business "in an unhealthy condition," and that this is, in many cases, directly due to allowances made for old cars taken in trade in sales of new ones. Dealers in many cities have not been making the money they should. While in some cases they are doing well, in others they "scarcely break even." Their chief losses, this writer maintains, have been due to taking old cars, this feature of the trade having become very large. The writer knows of dealers who to-day "find themselves with almost \$35,000 worth of second-hand cars on hand." He believes that these cars "never will bring a profit to the dealer" who has taken them "in order to make a sale and keep cars moving." Money has commonly been lost in transactions of this kind.

The writer believes that for a dealer to continue to allow \$1,500 or \$2,000 on an old car

**GREAT BEAR SPRING WATER.**  
50c per case of 6 glass stoppered bottles.



## The Howard Watch

**M**other and the girls ought to know that a HOWARD Watch means more to a man than any other Christmas gift they could choose for him.

Every man knows the HOWARD Watch—its history and traditions—the names of the leading Americans who have carried the HOWARD and made it their own.

He is pleased with their recognition of him as the kind of man who ought to own a

HOWARD—the finest *practical* timepiece in the world.

The HOWARD Watch is a source of pride to any man among his friends—not alone in its accuracy and reliability, but because of its distinctive position among timepieces.

It is the last word in a fine watch, and no other gift, however high in cost, could more surely reflect the idea of quality.

A HOWARD Watch is always worth what you pay for it. The price of each watch—from the 17-jewel (*double roller*) in a Boss or Crescent gold-filled case at \$40 to the 23-jewel in a 14-k. solid-gold case at \$150—is *fixed* at the factory and a printed ticket attached.

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD jeweler in your town and talk to him. He is a good man to know. Drop us a postal card, Dept. O, and we will send you "The Story of Edward Howard and the First American Watch"—an inspiring chapter of history that every man and boy should read.

**E. HOWARD WATCH WORKS, Boston, Mass.**

If you can Wind a Watch you can Sharpen Safety Razor Blades like this, satisfactorily. No expensive or complicated device necessary. Mail postal with address for particulars.

**IDEAL HOLDER CO.**  
Box 16, Canton, Ohio

**18 TOOLS IN ONE PAIR of Scissors** Here is the most wonderful pair of scissors you ever saw or heard of. 18 complete and perfect tools, the greatest convenience in the home, office, camp, traveling, or anywhere. Actual size 4½ in. long. This gives you an entire tool chest for the pocket. Thousands of these scissors have been sold for \$1. We bought a big lot and sell them NOW AT 75¢ with elegant leather case. Money back if not satisfied. Send your order today.

**WM. C. HOCKING CO., 492 Marine Bldg., Chicago, Ill.**

**Drink Dole's**  
Pure Hawaiian Pineapple Juice

James Dole  
BE SURE THIS NAME IN RED IS ON THE LABEL.

A wonderful, new, Healthful all-the-year-round Drink.  
At Druggists, Grocers and Soda Fountains.

Write for Booklet.

Hawaiian Pineapple Products Co., Ltd.,

112 Market Street, San Francisco, Cal.

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## In a dainty Gift Box—What better Gift?

What is more suitable than a handsome, cleanly, efficient Parker fountain pen, as a Christmas gift for father, mother, brother, sister, sweetheart or friend? If the Parker isn't all I recommend, the dealer will refund your money—if the fountain is broken by accident within one year, I will repair or replace at no cost.

GEO. S. PARKER.



### Cleanly Because of the Lucky Curve

The straight ink feed common to other pens holds ink when you stop writing, until air expanded in the reservoir by the heat of the body forces it into the cap, often soiling fingers and linen when you remove the cap to write. But the curved ink feed of the Parker—the Lucky Curve—is self-draining. No ink in the feed, none can be forced into the cap.

### Parker Jack-Knife Safety Fountain Pen

Even upside down, this unique little pen doesn't leak. I carried one in my pants pocket with my knife and compass on a 250-mile hunting and boating trip, and it never leaked a drop. Goes flat in your lower vest pocket or loose in the outside coat pocket or in a lady's purse or handbag. No valves, springs or disappearing mechanism to get out of order.

Ladies' special Jack-Knife Safety pen, like illustration at the right, with ring for attaching to chain, sterling silver mounting, \$5.00; gold mounting, \$6.00; ladies' and gentlemen's styles—plain with No. 2 gold pen, \$2.50; with gold band, \$3.00; plain with larger gold band, \$3.00, \$4.00 and \$5.00, according to size.

### Emblem Pens

Solid gold bands and emblems of fraternal orders. K. of P.; K. of C.; I. O. O. F.; Elks; Masons, etc., \$12.00. SOLD BY DEALERS.

**PARKER PEN COMPANY, Geo. S. Parker, Pres., 142 Mill St., Janesville, Wis.**  
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that originally did not cost more than \$3,500, "is certain death." It is only a question of time when his name will become "a memory in the business." Dealers are often hoodwinked by men with second-hand cars which they offer in exchange for new ones. These buyers try to work off one dealer against another by means of false statements as to offers they have made. By such methods the price allowance has in some cases been made to grow from \$500 to \$2,000. Business done on these terms eliminates all legitimate profit for the dealer. He finds himself with a second-hand car on hand which must be sold, and it is harder to sell such a car than to sell a new one; indeed, the transaction has made necessary the sale of two cars instead of one; it means a "demonstration" for two cars, a double amount of selling force, and most agents have found that second-hand cars require a special salesman in order to dispose of them. Another bad phase of the business is that the dealer "rarely if ever knows exactly what each second-hand car actually costs him."

#### THE AVERAGE CAR PRICE

A chart recently prepared from figures given out by the Licensed Automobile Manufacturers and printed in *Motor*, makes an interesting showing as to how the price of the average car increased from 1903 until 1907, and then steadily declined. In 1903 the average price was \$1,133.37; in 1907 it had risen to \$2,137.56, but recently it has fallen to \$1,545.93. These changes have not been due to any radical reduction in the selling price of given cars, but rather to changes effected, in the first instance, in the number of high-priced cars produced, and, in the second, to the number of low-priced ones produced. After 1903 many more high-priced cars, in proportion to low-priced ones, were

manufactured, whereas after 1907 there was a tremendous increase in the number of low-priced cars, that is, those produced at \$1,500. At one time the car that sold for less than \$1,700 was in a minority as to numbers produced, whereas to-day that type of car is very much in the majority. The Licensed Automobile Manufacturers declare that these figures show the trend in manufacturing to have been "rather to get each year more for the same price than to make any great cut in the selling price." There has been a "tremendous increase in the making of what are termed moderate-priced cars," but at the same time "there has been in the number of high-priced machines produced a normal and healthy increase."

The increase in the average price after 1903 followed a demand for greater power and speed, which meant increased cost in production. Cars became larger and motors more powerful. Prices advanced accordingly, until 1907, when the demand became so great that it was safe to manufacture cars on a large scale and thus to reduce the cost of production, quality meanwhile being maintained. Many cars under these conditions became standardized and a tremendous increase in the output of the \$1,500 type followed. More moderate-priced cars than ever before were thenceforth placed upon the market and very readily sold. Meanwhile, the number of high-priced cars not only failed to decline, but actually increased, tho not to the same extent that the low-priced cars increased. It was this circumstance that brought about a decline in the average price. More cars are produced now for \$5,000 than in any previous period, but they form a much smaller proportion of the total car output than they did in 1907, simply because cars selling at less than \$1,500 have increased much more rapidly than cars selling at \$5,000.

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## A GUIDE TO THE NEW BOOKS

(Continued from page 1101.)

**Irving, Washington.** *Legends of the Alhambra.* Illustrated. Quarto. Philadelphia: J. B. Lippincott Co. \$2.50 net.

Altho Irving wrote and published his "Alhambra" some ten years before he went to Spain as American Minister, and as a result of his first and more youthful experiences in that country, his book has ever been regarded as a faithful reproduction of the mingling of the Moorish and Spanish civilizations as found in such marked degree in the city of Granada some six centuries ago. The eight legends of the Alhambra which are here given offer the most suggestive subjects to the modern illustrator. With all the rich romance belonging to the period whence they are derived, they have for much of their setting the remarkable citadel and palace constructed by the Moors in the thirteenth century, a series of buildings that ranks among the world's architectural marvels. The pictorial possibilities of the legends have been admirably developed by George W. Hood, who furnishes seven full-page pictures in color, with marginal decorations and a special cover design in colors and gold. There is an introduction by Hamilton Wright Mabie.

**Jordan, William George.** *Little Problems of Married Life.* Decorated cloth. 12mo, pp. 256. Revell. \$1 net.

Mr. Jordan has here given us a volume of essays—which form of literature some persons lately have thought would soon totally disappear from modern literature. Their literary quality is fully adequate to the exacting form upon which he has ventured. There are persons enough to be interested in what the cover alluringly calls this "Baedeker to Matrimony"; but the view they will take of it will depend upon the experience, or inexperience, as the case may be. The most attentive and uncritical readers will be those of the year before and the year after the chanting of the wedding march; and it is only fair to say that this is the company which ought to be most attentive and who can not help to profit, to their everlasting good, by Mr. Jordan's kindly light upon their path. The essayist deals with such themes as "respect for each other's individuality"; "the wife's settled income" (a most admirable chapter); "when pride comes between"; "marriage success on business lines," that is, translating happiness into security (not, say, securities); "little compromises for happiness"—truly a problem in self-control; "throwing overboard old friends"; "when the family interferes" (ladies please notice); "holding monotony at bay"; and a dozen more leading toward a more perfect comradeship in married life. It is all good reading, and delightful reading, too—delicate and humorous. Mr. Jordan is an adept at epigrams. They sparkle on every page. It is a good book to read and a better one to think over.

**Keppel, Frederick.** *The Golden Age of Engraving: A specialist's story about fine prints, with 262 illustrations showing the progress of the art from the year 1465 to the year 1910.* New York: The Baker & Taylor Co.

Because the specialist in art is seldom seen in print Mr. Frederick Keppel's charming volume will find a waiting welcome. Altho it deals with a subject to the study of which the author has devoted a lifetime, his book is not overburdened with technic, and what Mr. Keppel has to tell he tells in a delightfully personal manner. Every chapter is brimful of anecdote so cleverly woven into

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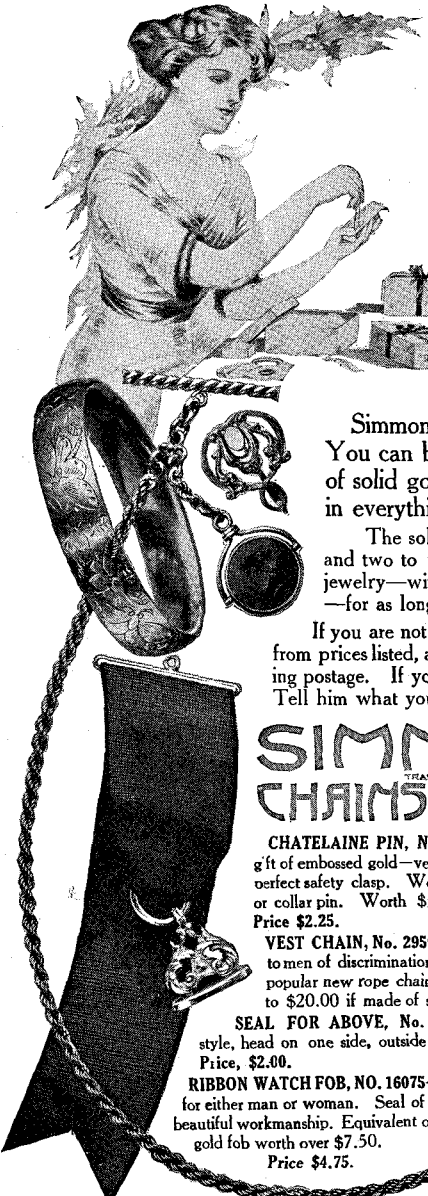
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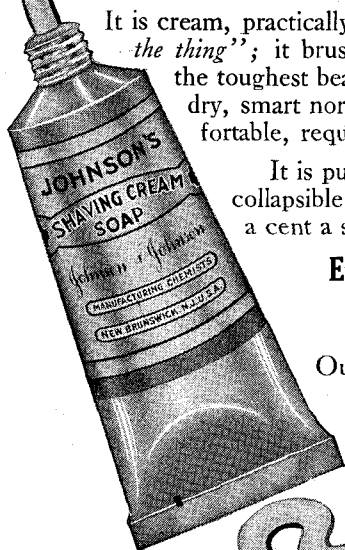
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the text as to keep the reader constantly alert for the next *bon mot*.

Beginning with the masterpieces of the early engravers, of which several dating as far back as 1445? (the interrogation mark is the author's own) are reproduced as illustrations, Mr. Keppel proceeds to develop his subject in ways by which he advances historically by several stages until he reaches our own inimitable Joseph Pennell. The chapter on James McNeill Whistler, who he tells us had no more right to this middle name McNeill than the author has to that of Plantagenet or Hohenzollern, as he was baptized plain James Abbott Whistler, are full of pleasant reminiscence, as is also that upon Mr. Pennell and his talented wife, Elizabeth Robbins Pennell. Those that follow are devoted to British and foreign artists who have achieved certain popularity and among them Mr. Keppel discusses the work of D. G. Cameron, Henri Fantin-Latour, and such illustrators of *Punch* as Charles Keene, Phil May, John Leech, and George Du Maurier. These chapters are followed in turn by a practical chapter in which the author explains what etchings are, how they are made, on what they are printed, and of what a proof consists. There are in addition a glossary and a bibliography that will prove useful to every collector of prints. More than 260 masterpieces of the etcher's art embellish the book. Altogether the author has produced a charmingly written and instructive volume, tastefully illustrated and serviceably bound.

**Kleiser, Greenville.** *How to Develop Self-Confidence in Speech and Manner.* 8vo, pp. 388. How to Argue and Win. 8vo, pp. 310. New York: Funk & Wagnalls Co. Each, \$1.25 net.

Mr. Kleiser's two volumes, both new this season, follow up the excellent work he has already done in giving instruction in public speaking and in his works entitled "How to Speak in Public," "Power and Personality in Speaking," and "Humorous Hits Before an Audience." He teaches above all things the art of persuasion, a first quality in which is self-confidence. The main thing is, so to employ one's personality as to force one's convictions on the minds of other men. He holds that want of confidence is often the result of ignorance, and sometimes of timidity, if not of cowardice. How to correct both faults he aims to point out. A man must not only know that he is right, but must have the courage of his convictions and the faculty of making them known to others.

**Lindsay, Forbes.** *Panama and the Canal Today.* Cloth. 12mo, pp. 432. Illustrations and maps. L. C. Page & Co. \$3.

This complete, handsome, and most readable as well as informing volume describes itself in an old-fashioned title-page as an historical account of the canal project from the earliest times, with special reference to the enterprises of the French company and the United States, with a detailed description of the waterway as it will be ultimately constructed; together with a brief history of the country and the first comprehensive account of its physical features and natural resources. This leaves little to be said, save that the plan is admirably carried out, and the reader would seem to know, when he had finished the volume, all that is necessary of the subject, and much more. In addition to fifty-three photographic illustrations three detailed maps are given; and an Appendix gives the text of the "convention" under which our Government and that of the Republic of Panama are proceeding with the



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work; and several useful tables of statistics, distances, etc.

**Low, Will H.** *A Painter's Progress.* Illustrated. 8vo. New York: Charles Scribner's Sons. \$1.50 net. Postage extra.

The six divisions of this book were originally delivered as the Scammon Lectures at the Chicago Art Institute in April, 1910. They contain reminiscences and records of the writer's own life in so far as these illustrate the record of American art, past and present. They have been only slightly revised in order to preserve their original character as informal talks. The six titles are: The Awakening of Vocation, The Education of the Artist, The Problem of Self-Support, Experiences in the Old World, Thirty Years at Home and Abroad, Our Present and Our Future. There are sixteen illustrations, photographs selected by the writer from the works of celebrated painters, old and new.

**Mackenzie, William Munro.** *Pompeii.* Illustrated. Cloth, 8vo, pp. 180. New York: The Macmillan Co. \$2.50.

Works on Pompeii are sufficiently numerous, but, as a rule, they partake much of the character of the guide-book, or they are archaeological treatises, filled with matter of an antiquarian and often technical interest. Mr. Mackenzie's book does not belong to either category. It is written from a humanistic standpoint and reconstructs the ancient city in a way that will prove attractive to the general reader as well as the specialist. A history of Pompeii is given, and then the city is, as it were, rebuilt for the benefit of the traveler, the author using for this purpose the assured results and the most recent discoveries that have been made in Pompeian excavations. Especially attractive, and of great value in giving a vivid conception of the ancient city, are the twenty full-page illustrations in color, painted by Alberto Pisa. There are also four reproductions from photographs of art objects, and two plans.

**Markino, Yoshio.** *A Japanese Artist in London.* Illustrated. 12mo. Philadelphia: George W. Jacobs & Co. \$2 net.

The writer and illustrator of this book spent four years in San Francisco before going to London, where he studied art in the midst of adversities. He was at various times a model, a tombstone maker, a magazine illustrator. He made teeth for a dentist, scrubbed floors and cleaned windows, and assisted in the staging of "The Darling of the Gods." His battles with starvation are told in an English language all his own which makes up in its effectiveness and humor for its lack of conventionality. The illustrations, eight in color and four in monochrome, are well mounted on rough blue pages, and give a brilliant and original conception of London scenes and types.

**Matthews, Brander.** *Molière—His Life and His Works. Portraits.* 8vo, pp. 385. New York: Charles Scribner's Sons. \$3 net.

Professor Matthews has here brought to fruition a hope first awakened nearly forty years ago, the hope that he might one day write and publish a life of Molière. The work may be accepted as the most notable of his many writings. Not only are the facts of Molière's life set forth, but his development as a dramatist and his relations to the Louis XIV. period. Enthusiasm for the subject pervades the book. Molière to the author is the chief figure in the literature of France, and among comic dramatists the foremost in the world. The volume has already been noticed in greater detail in these columns.

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**Michel, Emile.** Great Masters of Landscape Painting. Pp. 432. Philadelphia: J. B. Lippincott Co. \$7.50 net.

This large folio volume translated from the French of a critic now old and celebrated, is not strictly a history of landscape painting; nevertheless it is written in chronological order, and it may be said that no considerable name is omitted. It points out that whereas the landscape existed in ancient Roman wall-painting it was merely decorative and became strictly pictorial only with the Italians of the fifteenth century, and especially with Leonardo, who developed its principles scientifically. The work omits all notice of Japanese art and of living artists. It discusses the work of the early Italian school, the Flemish school, the early German school, the seventeenth century in France, the Dutch, Spanish, and English schools, the modern French school, and concludes with a chapter on modern schools in general. It contains 170 minor reproductions and 40 photographic plates.

**Mitford, Mary Russell.** Our Village. Introduction by Anne Thackeray Ritchie. 100 illustrations by Hugh Thomson and 16 colored plates from drawings by Alfred Rawlings. Pp. 256. The Macmillan Co., Limited, St. Martin's Street, London. 1910. \$3.50 net.

Early in the nineteenth century every one was familiar with Miss Mitford's life and work—her poems and plays, her novels and essays. Her best known, tho not her favorite book, was "Our Village," which is here reproduced in a beautiful edition, profusely illustrated, with an introduction by Anne Thackeray Ritchie. This introduction contains a brief sketch of Miss Mitford's life, in which the writer pays a sincere tribute to the lovable personality of the dear, quaint little woman, who was the cherished friend of so many of the famous men and women of her time.

"Our Village" is a series of papers descriptive of Miss Mitford's home country—her walks, drives, and excursions into the fields and neighboring towns. She loved flowers like children, and children as well as flowers, and a faithful dog was always her companion. Every bit of nature was dear to her heart, and in her descriptions she makes you see most vividly the peaceful village and each of the villagers to whom she alludes. Her word pictures are extremely graphic and her choice of words exquisite. The book is beautifully illustrated. Mr. Thomson has done the black-and-white sketches and has caught the very spirit of the writer. The facial expressions are unusually clever. The colored pictures are charming reproductions of Mr. Rawling's sketches, all pictures of Miss Mitford's home country. It would be hard to find a more attractive book than this for the holidays or any season.

**Modjeska, Helena.** Memories and Impressions. Illustrated. 8vo. New York: Macmillan Co. \$4 net.

The autobiography of the great Polish actress is divided into three parts, childhood and youth, Poland, and the New World. It ends with intimate pictures and descriptions of her home life in California. She writes in a swift, easy, and personal style, and she tells something of as varied a set of celebrities as one is apt to meet in the pages of one book: Booth, Ristori, Salvini, Rubinstein, Paderewski, Joachim, Irving and Jefferson, Longfellow and Whitman, Sienkiewicz, Coquelin, Millais, and Alma Tadema, and innumerable others, all of whom she knew well and in a unique way. The book contains sixteen plates and a great number of lesser illustrations scattered through the text.

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**Peary, Robert E.** The North Pole. Its Discovery in 1909. Illustrated. Large 8vo. New York: Frederick A. Stokes Co. Ornate Cloth, Quarto, \$4.80 net; postpaid \$5.05. Reinforced library binding, plain cloth, \$5 net; postpaid \$5.25. De luxe autograph edition, limited to 500 signed and numbered copies, half crust levant, \$15 net; postpaid, \$15.50.

Colonel Roosevelt contributes a preface to this complete account of Peary's discovery of the North Pole. The book opens with a description of the plans and preparations of the expedition, its setting out, the welcome of the Eskimos, winter quarters, and the final dash. It is all told in a personal and popular style, and the more scientific data are withheld for the three appendices, which contain records of the observations, with facsimiles of them in their original form. A large folded map of the polar regions is appended. There are 100 black-and-white illustrations based on photographs, and eight full-page photo enlargements in color, one of which is an excellent full-length portrait of Peary in his arctic dress.

**Peixotto, Ernest.** Romantic California. 8vo, pp. 219. New York: Charles Scribner's Sons. \$2.50.

California is Mr. Peixotto's native State. He is a painter as well as writer. This volume derives value from both talents and from the accident of birthplace. It will be liked for the descriptive power and genuine feeling that pervade many fine passages. The author finds much in California that harks back to the Old World—to Italy, in the color and movement of the vineyards, and the Ligurian loiterers on the wharfs, to Old Castile in the tiled roofs of Santa Barbara, and to the Spanish fathers in the cloisters and towers where bells still hang, as when they called the faithful to prayer.

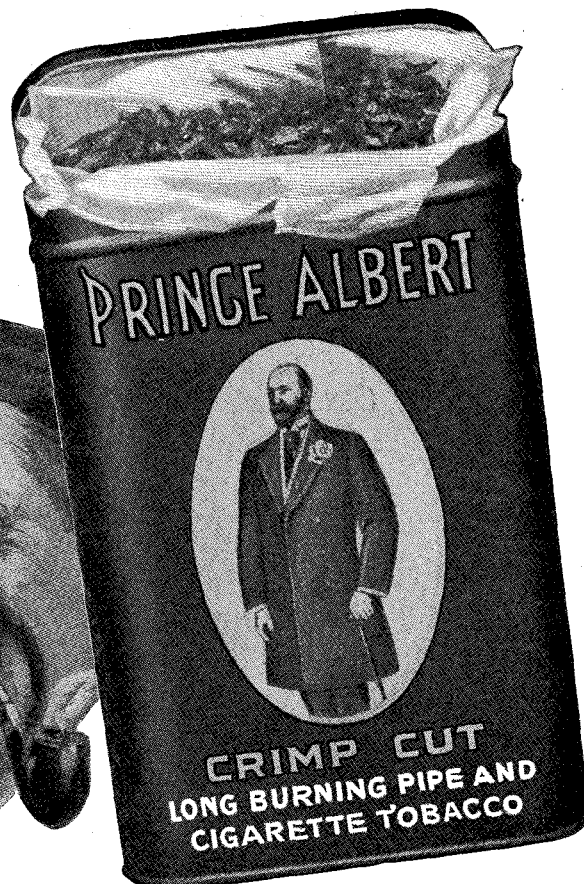
**Pickwick, Mr.** [Pages from the "Pickwick Papers" of Dickens.] Illustrated in color by Frank Reynolds. New York: Hodder & Stoughton.

Nineteen chapters of the "Pickwick Papers" are included in this book, with twenty-five full-page illustrations in color by Frank Reynolds, mounted on colored insets. Most of the memorable scenes are recalled afresh, and the artist has a thoroughly original conception of Alfred Jingle, Sam Weller, The Fat Boy, Mrs. Leo Hunter's Party, Sargeant Buzfuz, and Mr. Wardle, not to mention Mr. Pickwick himself, who appears radiantly in the frontispiece. The best of Pickwick is here assembled and reviewed through the eyes of an accomplished water-color artist, with the aid of large, clear print, which forms the text.

**Prichard, Hesketh.** Hunting Camps in Wood and Wilderness. Cloth. Small quarto, pp. 274. Illustrated. New York: Sturgis & Walton Co. \$4 net.

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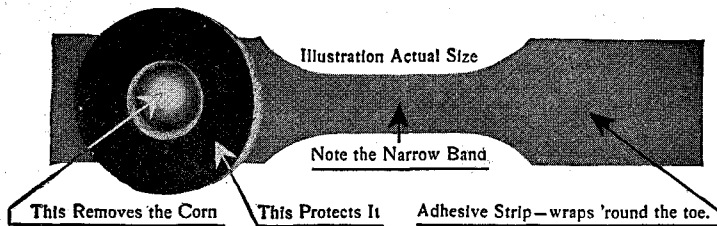
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will appreciate, a chapter is given to elk-hunting in Norway—the elk of Norway being substantially the same animal as the Canadian moose, but the methods of the chase are very different. Many photographic illustrations adorn the pages; and there is in addition a series of spirited drawings by Lady Helen Graham. The book is beautifully made.

Roosevelt, Theodore. *African Game Trails*. Cloth. Royal 8vo. Illustrated. Scribner's, 1910. \$4.

Mr. Roosevelt's work, already widely known, is attractive, not only for the matter which it contains but as a specimen of bookmaking. Specialists have lifted the book far above the level of hunters' stories. It really belongs in any library of reference for Central Africa. Mr. Roosevelt was not only interested in hunting, but in the African landscape, the natives, the settlers, and the habits of wild beasts. His expedition was primarily scientific and in this respect its success has been already acknowledged. The book abounds also in keen observations of people and government, as well as the relations between white men and the aborigines. The illustrations are numerous and striking. Mr. Roosevelt's conviction that he has put his best literary work into this volume will be shared by its readers. Indeed, it seems likely that this work and his "Winning of the West" in the far future may survive all other books he has written.

Schmucker, Samuel Christian. *Under the Open Sky*. Illustrated by Katherine Elizabeth Schmucker. Pp. 308. Philadelphia and London: J. B. Lippincott Co. 1910.

It is a great pleasure to meet a book like this, whose aim, according to the author himself, is "to help people who are feeling in themselves the quickening modern longing for contact with, and understanding of, Nature in her simpler manifestations," and to realize how skilfully he has accomplished his purpose. The writer begins with Nature's year—"God's New Year"—March, and, taking up in each chapter a new month, calls attention to the season's development, peculiar to that month, the characteristic flower, bird, or insect, and relates of each some vital fact or traditional fiction that is easily retained in the memory. His style is sympathetic and fluent, and the exquisite marginal illustrations throughout the book add greatly to its charm and attractiveness. Each lover of the delights of our open country will find a constant revelation of Nature's foresight and a stimulation of his powers of observation in these glowing descriptions and will recognize under all the foundation of a scientific fact.

Shakespeare's *Tragedy of Hamlet*. With illustrations in color by W. G. Simmonds. New York: Hodder & Stoughton.

The text of this holiday edition of Shakespeare's tragedy is taken from that of the Oxford edition, and an introduction, "The Story of Hamlet" is contributed by Sir Arthur T. Quiller-Couch, "Q." Its most important feature, however, is the series of thirty illustrations in color by W. G. Simmonds, mounted on rough brown inserted panels. In these pictures the characters of the play appear in a fresh light, not at all reminiscent of the theatrical types which they assume in the general run of illustrations and which they are always in danger of becoming in most people's minds when they are not quickened by new and individual conceptions.



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**Shelley, Henry C.** Untrodden English Ways. Illustrated. Crown 8vo. Boston: Little, Brown & Co. Cloth, \$1.50 net. Half morocco, \$3.50 net.

Mr. Shelley has won for himself in this work and in his "Literary By-Paths in Old England" well-deserved praise for his appreciative and vivid descriptions of those portions of England of which one knows, indirectly, by association, literary and otherwise, but which are not touched upon, with any fulness, in the ordinary book of travel. He takes us with him through the England that is haunting in reminiscences of the past, making not only the localities but their historical and literary backgrounds stand out again before us; and then guides us through country scenes and picturesque villages that have not this invisible but very real interest to recommend them and which are yet unmistakably and delightfully beautiful in themselves. In such a book the illustrations are naturally an important feature, and in this popular edition, containing a colored frontispiece, thirty-two full-page plates in half-tone, and thirty illustrations in the text, they are all that could be desired.

**Sloane, William Milligan.** The Life of Napoleon Bonaparte. New Library Edition. Illustrated. Four 8vo vols. 500 pp. each. New York: The Century Co. \$10.

This standard life by the professor of history in Columbia University, first published in 1896, has passed through many editions and is now issued in permanent form with some revisions and additions, lengthening the whole text by about one-tenth. New chapters have been added relating to the Louisiana Purchase and St. Helena, and the portion concerning Napoleon's youth has been enlarged. Reference lists are appended at the opening of chapters and divisions, so that the reader may expand his researches at any point he wishes. The illustrations in this edition are confined to portraits and maps.

**Stanton, Theodore [Editor].** Reminiscences of Rosa Bonheur. Illustrated. 8vo. New York: D. Appleton & Co. \$3 net.

Without being a formal biography, this volume about the great French animal painter contains in chronological order all the events of her career, including many of her letters and notes of her conversations, together with recollections, anecdotes, and appreciations by many of those who knew her. It sets forth the picturesque circumstances of her family and their St. Simonian eccentricities, her early travels, how she adopted masculine clothes in order to pursue her studies of animals in the slaughter-houses without attracting attention, her life at Fontainebleau, and during the critical days of the Franco-German War, in which she took her part. The passionate love of the animals she painted is made the subject of one chapter. The book is illustrated with twenty-four full-page photographs and fifteen engravings in the text. The frontispiece is a reproduction of her most famous work, "The Horse Fair."

**Thoreau, Henry D. Walden.** Illustrated by Clifton Johnson. Small 8vo, pp. 440. New York: Thomas Y. Crowell & Co.

Mr. Johnson's illustrations for Thoreau's classic number thirty-five. They are in part drawn from Concord village, but mainly from Walden Pond and other points outside the village. They were chosen with special relations to Thoreau's memorable sojourn at Walden. In an introduction Mr. Johnson gives an interesting statement as to the fate of Thoreau's hut after he abandoned it. This volume is notable as a specimen of bookmaking, the type, paper, and binding being very satisfactory.

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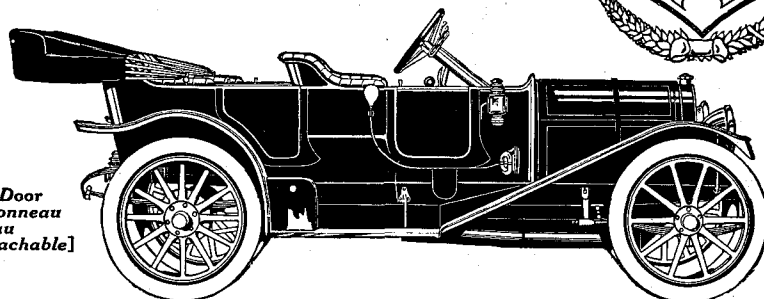
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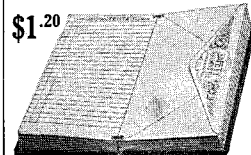
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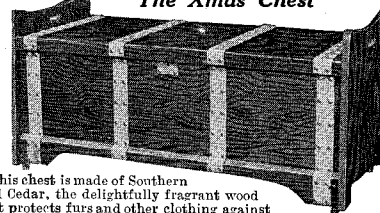
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Vedder, Elihu. The Digressions of V. Illustrated. 8vo. Boston: Houghton Mifflin Co. \$6 net.

The title-page of Mr. Vedder's book announces that it was written "for his own son and that of his friends," and continues to describe it, in words better quoted than paraphrased, as "containing the quaint legends of his infancy, an account of his stay in Florence, the garden of lost opportunities, return home on the track of Columbus, his struggle in New York in wartime coinciding with that of the nation, his prolonged stay in Rome, and likewise his prattlings upon art, tamperings with literature, struggles with verse, and many other things, being a portrait of himself from youth to age." Written throughout in this humorous and whimsical manner, it is divided into thirteen chapters, with an introduction, "Every man his own Boswell," and an appendix, enumerating all the sales of his paintings. It contains reproductions of most of his works and an immense number of lesser pictures, decorations, tail-pieces, of all sizes and on every page—all in his familiar style. The frontispiece represents Mr. Vedder in his working costume.

Washburn, Claude C. Pages from the Book of Paris. With 44 etchings and drawings by Lister C. Hornby. Boston: Houghton Mifflin Co. \$3 net.

The evident excuse for a book like this one is the pictures which give many charming and intensely personal views of Paris. The artist is an American, a native of Lowell, Mass., and is said to be under thirty. His work, however, which derives from Whistler perhaps more than any other master, has been acclaimed abroad. The Paris of overhanging buildings on deeply shaded narrow streets especially appeals to him, and any one for whom the enchantments of the Middle Ages are not dead will rejoice in them. Of course the outdoor life, in front of cafés, in the Bois, or along the boulevards, is not neglected.

The text, which is contributed by Mr. Washburn, also an American and young, bears evidence of both these facts. His title warns you off from expecting any complete view of this myriad-hued city; indeed, what one gets is even more personal than the representations of Mr. Hornby. It is rather a view of Mr. Washburn's mental interior as Meredith said of Mr. Henry James's "American Scenes." James and Anatole France are the gods to whom the writer pays tribute. He is, however, in a stage of somewhat too acute self-consciousness. But when he allows himself to be objective, as in the chapter "I Choose My Home," and again in the quite charming account of a tragic little child life which enacted itself before his eyes "In My Court," he is quite admirable.

White, Andrew D. Seven Great Statesmen. Royal 8vo, pp. 352. New York: The Century Co. \$2.50 net; postage, 20 cents.

This volume of the distinguished publicist contains studies of seven fighters in "the warfare between humanity and unreason." These seven are Fra Paolo Sarpi, the great Italian statesman of the late Renaissance; Hugo Grotius, the reformer of international law; Thomasius, the German who brought philosophy and law down to the common tongue; Turgot, the French economist; Stein, Cavour, and Bismarck, mighty statesmen of modern times. Mr. White explains why in studying these men who have served the great interests of humanity, he has touched upon no Englishman or American partly by the fact that during his many years of residence in Continental States, the study of Continental statesmen was forced upon

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2. Facts of Immigration.
3. Economic and Industrial Effects.
4. The Immigrant in the City.
5. The Immigrant in the Country.

#### MAY: The Needs Created by Immigration.

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2. The Need of Distribution.
3. The Need of Assimilation.
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**Whiting, Lillian.** Italy, the Magic Land. Illustrated. Crown 8vo. Boston: Little, Brown & Co. Cloth, \$1.50 net. Half morocco, \$3.50 net.

This popular edition of Miss Whiting's book will be welcomed by those who have, like the author herself, sojourned in Italy and have thus felt at first hand the spell of that land of romance, while by others, who have not enjoyed the privilege, will be found much that they have missed. Such places as Naples, Amalfi, and Capri are sympathetically described, the spirit of the descriptions being largely the outcome of the author's attitude toward Italy as suggested by her title for that country of "The Magic Land." The social life of these cities is also brilliantly treated, a feature of the book for which Miss Whiting's experiences as a resident in Italy renders her peculiarly well fitted. The volume is boxed, in style suitable for a holiday gift, and contains, for illustrations, thirty-two excellent full-page plates.

**Wigin, Kate Douglas.** Rebecca of Sunnybrook Farm. Holiday Edition. Boston: Houghton Mifflin Co. \$1.50.

Thomas Bailey Aldrich said of Rebecca that she was "just the nicest child in American literature." Many people evidently have found her so, for, by the publishers' announcement, 337,000 copies of her book have been sold since it was first published in 1903, and it is used as an English text-book in the Berlin public schools. The present library edition is illustrated with eight photographs of scenes and actors in the dramatized version of the book which is still continuing its success of last year on the stage. The colored frontispiece is F. C. Yohn's conception of this successful heroine.

**Winter, William.** Shakespeare's England. New Revised and Definitive Edition. Illustrated. Large 8vo. New York: Moffat, Yard & Co. \$3 net.

Mr. Winter's book has long been considered by many one of the "best volumes of English travel that have ever appeared." The late Thomas Bailey Aldrich wrote of the work: "These volumes about England are the loveliest things that have been done in this kind. Washington Irving lived among those scenes, but he never nestled so close to the poetic heart of England." Mr. Winter, as he tells us in his preface, writes of England in the peculiarly appreciative way that marks his book because that country "has filled his mind with beauty and his heart with mingled joy and sadness." A guide-book it most certainly is not, nor is it a travel book, in the ordinary sense of the term, since it depicts "not so much the England of fact as the England created and hallowed by the spirit of her poetry, of which Shakespeare is the soul." This new edition contains many new illustrations, and among its textual revisions are numerous textual amplifications. The tasteful binding, wide margins, and excellent typography make it a desirable gift book.

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## CURRENT POETRY

SCIENCE and poetry—it is the old war, each arrogating to itself the entire field. Science "groping her way from world to world" with reverence for facts alone. Poetry, the priest believing that the only true logic is that of the rapt saint—regarding nature as an object, not to be understood, but to be revered and loved. Whether of the two is headed for the ultimate, we are convinced that the poet has the most fun.

Mr. William Watson started the trouble by writing the following verses for *The Daily Chronicle*:

You babble of your "conquest of the air,"  
Of Nature's secrets one by one laid bare.  
Her secrets! They are evermore withheld:  
'Tis only in her porches you have dwelled.  
Could you once lift her veil as you desire,  
You were burnt up as chaff before her fire.  
When will you learn your rank and place in Mind?  
Art may create: Science can only find.  
You do but nibble at Truth: your vaunted lore  
Is the half-scornful alms flung from her door.  
Your lips her weak and watered wine have known;  
The unthinned vintage is for Gods alone.

It was not long before the challenge was taken up by Mr. L. G. Chiozza Money, a well-known politician and scientist, who replies with these defiant lines:

You ask, "When will we learn our rank and place?"  
We who dare rend the veil on Nature's face.  
Take this for answer. We shall know not rest  
Till Nature is our plaything. Man's behest  
Reaches undaunted to your sacred fields,  
And makes an Empire where the poet yields.  
You vaunt your gods! But these were made by men,  
Man, who made words, is greater than his pen.  
Tune, then, your muse to nobler harmony  
And sing of Man enthroned, as Man shall be.  
Emerg'd from Nature, Nature's rebel son  
Mounts to his kingdom. It is well begun.

This was not to be all. In Eden Phillpotts's latest volume of verse ("Wild Fruit," John Lane Company) we find another addition to the polemics. Mr. Phillpotts remonstrates with his brother poet in this wise:

To Mr. William Watson, Who Flouted Science

Ungrateful poet! Canst thou steep thy song  
In such unreason and melodious wrong?  
What Son of Science not forgot by Fame  
Did ever any "conquest" dare to claim?  
Pure hearts and patient! 'Tis your priests and gods  
Have stricken down our searchers with their rods:  
As when Prometheus, for his mighty love,  
Suffered long martyrdom of jealous Love.  
Water your wine of scorn with tears, my friend;  
Flash round the world your eyes and mark the trend.

Creators are not all the salt of earth;  
The Finders minister to joy and worth,  
Wisdom and sanity and sweetness too:  
They do their perfect work as well as you.  
Remember that these unchivalric stings  
Without forgiving Science had no wings;  
Sneer not again; flout nevermore her rôle:  
She wafts your noble songs from pole to pole.

"Rain in the Harbor," from *Harper's Magazine*, is like a little crayon in an artist's sketch-book—pleasant to look at for a moment, then turn to another page.

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## Rain in the Harbor

BY LOIS E. BENNETT

Wind from the east, and a wet rain falling,  
A tide that moves with uneasy force,  
Anxious tugs with hoarse voices calling,  
Leadens waters that show no course.

Wet black wharves with slippery floorings,  
Boxes and barrels in long defiles;  
Anchored vessels that strain at their moorings,  
Restless waters lapping the piles.

Wind from the east, and the drear rain beating,  
The thick smoke hovers and settles low;  
Far and away are the buoys repeating  
Solemn warnings, steady and slow.

Gray-hooded launches in long rows swaying,  
Sloops and schooners that rock on the tide;  
Naked masts their slimness betraying,  
Whirling waters against the side.

Wind from the east, and a chill rain drifting  
Over the city misty and gray;  
Out in the open the sea fog lifting  
And hiding the face of the sullen bay.

*Popular Mechanics* contains a timely poem called "The Aviator":

## The Aviator

BY CHARLTON L. EDHOLM

He ranges new dominions  
On silken, sun-kissed wings,  
The flutt'ring engine sings;  
He mounts on tireless pinions.

From cloud to cloud ascending  
He soars in golden light,  
While yet below is night,  
A night that seems unending.

Upon the wings of morning  
He sees on twilight earth  
Afair the New Day's birth,  
Its promise and its warning

The dove o'er floods returning  
Was watched, as we watch now,  
For spray of olive bough;  
Hark, all mankind is yearning;

"What bring you, navigator,  
From shoreless seas of air,  
What token do you bear,  
What message, aviator?"

"Bright wings, come you with blessing  
Or fraught with death and wo,  
The harried race below  
With new, red fears oppressing?"

No answer. Just the singing  
Of engines. That is all.  
While earth-bound groppers call,  
Dumb Fate o'erhead goes winging.

The use of the words "ignorance" and "slovenliness" in our recent criticism of a poem called "Love's Coming," by Amélie Troubetzkoy, brings a protest from the author, and without discussing the justice of the characterization, we may admit frankly that they were undoubtedly rather harsh and ungracious terms.

**Erratic Popular Taste.**—"Young man," said the woman at the ticket office, "why don't you answer me when I ask you whether this is a moral and proper show?"

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It is difficult to tell why I first started in for aviation, I hardly know myself. I was at Pau and I looked over M. Bleriot's school there. He had twenty pupils, and suddenly I made up my mind to learn to fly too. This was in January last. I had one go right away. I don't think I made very much of a success of it.

Then I entered as a pupil. He charges \$400 for the course and then you can get your certificate as an aviator. This required that you stay six minutes in the air, flying around a circle of 150 yards radius. Things were pretty new then, but I got on, trusting a lot to luck. The first thing they do is to let you run the machine over the ground after showing you the controls.

The Bleriot is run by a wheel which acts almost like a pendulum. It works on a pivot, up and down and right and left. You steer with your feet. Pulling the wheel back makes the tail fall and you go up in the air. Pushing the wheel makes you descend. And mind, if you lose your control, it is finished unless you are at a great height. Then you might possibly pick up your control again, but probably not.

I lost my control all right in my first flight, but I was not up high enough to do much damage. I only went through a fence. And I had gone up eighty feet before I knew I was even off the ground. Everybody will tell you the same thing who has tried flying—you are off the ground before you know it. When you think you are up ten feet you are probably up 200. It is the most fascinating sport in the world, just the same.

Confidence eventually comes to all aviators. I got mine when I received my Gnome motor. When one goes up in the air one never encounters the same conditions twice, and it takes a wonderful motor to master all varying conditions.

Well, I got my bearings in my Bleriot and I went up 7,000 feet in thirty minutes. If the wrong thing had happened I might have gone down tail first or head first. There is hardly any way to get back all right unless you are able to catch the planing angle.

At such a height you lose contact with the earth. You can't see very much. But you can feel that you are all right. The height doesn't worry me at all, yet I can't look over the side of a house without feeling rather queer. I can't stand on the edge of a precipice or look out of the window of a skyscraper—it makes me feel funny. But up in an aeroplane I have none of those feelings. When I am up high I feel perfectly safe. Of course it is awfully cold and you get the propeller blast right in the face, which is not at all inspiring.

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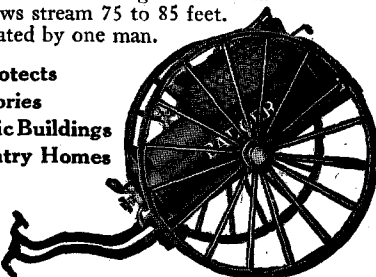
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take a chance with your ear-drums, for if you come down too rapidly they will break and you will be deaf for life. The sudden change from high altitudes is apt to affect one in other ways, too. Morane had to plane down from 7,500 feet this year at Trouville and he was out of his head for half an hour afterward, but he saved his ears. The great trick is to keep on swallowing as you come down fast—I have come down at the rate of eighty miles an hour.

At great heights if one gets a gust of wind it is necessary to act intuitively—there is no time to think. That is why instruction and practise are so essential to successful flying.

Regarding the future of the aeroplane, Mr. Drexel seems to think it problematical. "Of course," he says, "it will have its place in war"—a remark which somehow seems pessimistic, or at least vague, when one recalls General Sherman's interpretation of war. But to resume:

There is one thing I am sure of—the ideal aeroplane will not be like the one we have now. It will be able to fly 100 miles an hour and keep at it hour after hour. It will be able to carry the fast mails anywhere and everywhere. Then it will become a commercial matter. To-day it is only a sporting one. Even when they are perfected I don't think aeroplanes will ever get very common. They are—and seemingly always will be—very expensive.

Personally, I have always liked flying high. It is far safer than going across country. If you are up high enough you get a chance to look around and choose a landing-place. Anybody with experience, under good conditions, can go up 6,000 feet without thinking much about it. And one is just as safe at 7,000 feet as one is at seventy. It is only a question of your ear-drums in coming down. And the higher up you are the better the air currents are apt to be. It isn't any fun, let me assure everybody, getting tossed in a machine and trying to right yourself before you turn turtle.

Think of what the aeroplane has done in a year, and think what may be done in the future. Last year at the memorable flights at Reims the highest altitude was 400 feet. Now 6,000 feet is common. Several of us have done 7,000 feet, and Johnstone, the American, who holds the world's record, has been up 9,714 feet, 528 feet higher than an aeroplane has ever been up before.

Crossing the water is now one of our ticklish adventures. One must be awfully careful when landing on the water. It doesn't give a bit. But I would far rather land in water than against the side of a house. When we fly over the sea we have an air-tight bag fastened on the chassis which will keep us afloat when we light on the waves. But I would far rather land in a field.

The weight of the fastest machine is getting lighter each year. My Bleriot weighs 600 pounds and I weigh 170, meaning that I must take 770 pounds up in the air. Some machines take up two tons. A good machine such as I use costs about \$5,000. A small smash costs you at least \$200. Then one must have two mechanics and two or three helpers, so the game is quite an expensive one.

I have made the monoplane my business. I have established a school myself at Beaulieu, England, where Mr. McArdle, my part-



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We have canvassed the sections which breed children like these—where mothers know least about foods. And we find that eleven in twelve of these underfed never get a taste of oatmeal.

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ner, and I teach pupils to fly. We stick to the monoplane. I hate the idea of sitting over space, as you do in the biplane. It is far better to sit over the engine, as you do in the monoplane.

Frankly, I must admit my people want me to chuck the game. But once a fellow gets into it he never stops unless he loses his nerve. And then—oh, what's the use?

### HOW JAURES WINS

IT used to be said that "uneasy lies the head that wears a crown." Nowadays the connections between crowns and heads seem to be diminishing, but the uneasiness still remains for the man who has to fill the monarch's place. So Premier Briand, the present "master of France," finds it. His conduct of the recent railroad strike gave the Socialists and their leader, Jaurès, many opportunities for brilliant attacks from the floor of the Chamber of Deputies. In these displays Jaurès was the most prominent figure in the house. Says a writer in the *London Daily News*:

Often on his feet, sometimes standing on the bench, always with his broad front gazing fixedly at the Center benches, where the Radicals trembled in the balance, M. Jaurès has not convinced the Assembly he has terrorized them. . . .

As the hours and days went on, the center became more deprect, the Prime Minister more visibly nervous, the Right more anxious to back him up, and the Left more terribly triumphant. At the end of every speech the same cry went up, "Jaurès! Jaurès!" They all wanted him, even on the Right, for he must end the interminable debate; and at last he came. This was on Saturday afternoon at three o'clock.

I have heard Gladstone and Dillon and Chamberlain, but I have never heard or seen anything like those two and a half hours in which Jaurès held that great assembly. Now speaking in a whisper of which every syllable could be distinguished, now raging, his whole body swinging with the noise, now leaning forward to the Prime Minister in the most engaging irony of politeness, he taught one to understand Mirabeau and the French Revolution. He quoted Mirabeau, "What Society need really fear is that the workers should fold their arms."

He did not plead for mercy for the imprisoned strikers. He did not try to rouse any sympathy for them. He was there to defend the right to strike on the broadest basis—that of justice and freedom. He told M. Briand that he was too late to stop freedom; that he could not now go back to the rule of the Vatican, of the English House of Lords, of the (French) General Staff. As for "sabotage" (the destruction of machinery), he regretted it. It injured the strikers in the public eyes, but who were the worst saboteurs, those who broke up rails and engines or those who destroyed the rights of man?

And then, most deadly thrust, he quoted the Prime Minister himself, "All strikes are a skirmish which prepares the way for the general strike against all masters. If they mobilize the Army, and if the officers order the soldiers to fire on the people, the rifles go off, but not in the direction indicated." He gave quotation after quotation, each more damning than the last, pointing out the Ministers one by one. . . .

Then the Prime Minister let slip the word

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which seemed to stamp his whole position, and might have driven him from office. "In the interests of society and public order I would go outside the law." Instantly the seventy-five became two hundred, they absorbed the Radicals as a wave sweeps over the beach. From the whole of the Left, from part of the Center, arose cries of "Resign" and "Dictator," and Jaurès had won his victory. Pandemonium was let loose. From the galleries big-hatted ladies bent down, screaming, "A bas les Socialistes! A bas l'Anarchie," and a bodyguard of the Right, of his new supporters the Royalist Conservatives, formed round M. Briand and escorted him from the House.

### ALL-AMERICAN FOOTBALL FANCIES

THE football season over, the sporting editors and other authorities are busy deciding which team is champion and what players deserve to be chosen for the imaginary "All-American" eleven. The Chicago *Tribune's* sporting statistician lines up the following teams according to the names of the players:

#### ALL-ANIMAL ELEVEN

| Name.  | School.        | Position. |
|--------|----------------|-----------|
| Hogg   | Mercer         | L. E.     |
| Lamb   | Auburn         | L. T.     |
| Hart   | Brooklyn H. S. | L. G.     |
| Wolf   | Fremont (Ohio) | C.        |
| Lamb   | Englewood      | R. G.     |
| Possum | Carlisle       | R. T.     |
| Lyons  | Illinois       | R. E.     |
| Wolf   | Colorado Mines | Q. B.     |
| Pigg   | Colorado       | L. H. B.  |
| Buck   | Georgia Tech.  | R. H. B.  |
| Hart   | Princeton      | F. B.     |

#### ALL-BIRD ELEVEN

|          |                  |          |
|----------|------------------|----------|
| Hawk     | Allegheny        | L. E.    |
| Crane    | Lafayette        | L. T.    |
| Peacock  | Georgia          | L. G.    |
| Crow     | Wellington Acad. | C.       |
| Crane    | Toledo H. S.     | R. G.    |
| Heron    | Oberlin Acad.    | R. T.    |
| Woodcock | Lafayette        | R. E.    |
| Snipes   | Texas S. W.      | Q. B.    |
| Martin   | Andover          | L. H. B. |
| Pidgeon  | Central Univ.    | R. H. B. |
| Peacock  | Detroit H. S.    | F. B.    |

#### ALL-HOUSEHOLD ELEVEN

|         |                |          |
|---------|----------------|----------|
| Pitcher | Cornell        | L. E.    |
| Hall    | Tarkio         | L. T.    |
| Hall    | Blair Hall     | L. G.    |
| Cook    | Brooklyn H. S. | C.       |
| Towels  | Virginia       | R. G.    |
| Cook    | Colorado       | R. T.    |
| Cook    | Hobart         | R. E.    |
| Butler  | Cornell        | Q. B.    |
| Cooks   | Stevens        | L. H. B. |
| Love    | N. Y. Commerce | R. H. B. |
| Keyes   | St. Paul H. S. | F. B.    |

#### ALL-MOTOR ELEVEN

|          |                 |          |
|----------|-----------------|----------|
| White    | Princeton       | L. E.    |
| Franklin | Georgia         | L. T.    |
| Pierce   | Wisconsin       | L. G.    |
| Olds     | Ohio State      | C.       |
| Jackson  | Evanston Acad.  | R. G.    |
| Cole     | Tennessee       | R. T.    |
| Welch    | Virginia "Poly" | R. E.    |
| Maxwell  | Bellevue        | Q. B.    |
| Knox     | Lehigh          | L. H. B. |
| Mercer   | Pennsylvania    | R. H. B. |
| Stevens  | Williams        | F. B.    |

#### ALL-FOOD ELEVEN

|             |                  |          |
|-------------|------------------|----------|
| Milk        | Friends' Acad.   | L. E.    |
| Pease       | Dickinson        | L. T.    |
| Sweetcorn   | Carlisle         | L. G.    |
| Bean        | Western Normal   | C.       |
| Huckleberry | Salem H. S.      | R. G.    |
| Berry       | Vermont          | R. T.    |
| Coffee      | So. Dakota Univ. | R. E.    |
| Bacon       | Wesleyan         | Q. B.    |
| Rice        | Wesleyan         | L. H. B. |
| Bean        | Brown            | R. H. B. |
| Rice        | Spokane H. S.    | F. B.    |

#### ALL-WORKINGMEN'S ELEVEN

|           |                 |          |
|-----------|-----------------|----------|
| Cooper    | Rutgers         | L. E.    |
| Gardner   | Harvard         | L. T.    |
| Dyer      | Albion          | L. G.    |
| Walker    | Vermont         | C.       |
| Mason     | Williams        | R. G.    |
| Carpenter | Chicago         | R. T.    |
| Cook      | Amherst         | R. E.    |
| Miner     | Nebraska        | Q. B.    |
| Baker     | Yale            | L. H. B. |
| Painter   | St. Louis Univ. | R. H. B. |
| Seaman    | Amherst         | F. B.    |

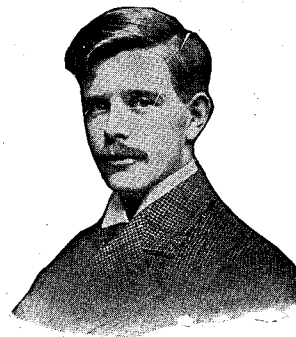
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If you neglect your bodily condition—if you let yourself "run down," it is reason for shame. You are squandering your best asset.

Nature gave you not only abundant strength for the day's work, but a reserve fund of energy for emergencies. *You* are at fault if your work fags you, if you are nervous and despondent, if you are easily upset. As a boy you escaped these troubles, not because you were *young*, but because you were *active*. If you do not use the muscles that Nature gave you, she exacts her penalty remorselessly—your daily experience is proof of that.

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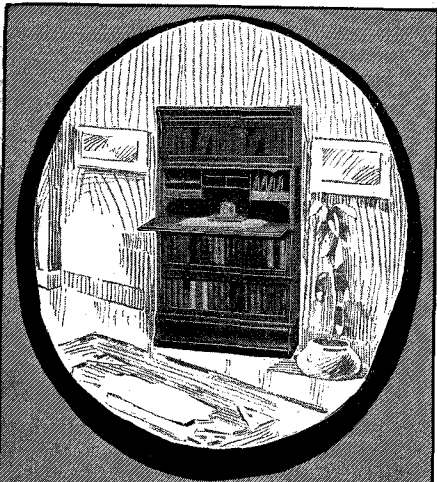
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**M'LORD**—"Nay, 'tis me wont."—*Harvard Lampoon*.

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"Oh, I'm about even with the world."

"How's that?"

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It takes up no room.

I brush it, and press it,  
And tend it with love;  
And if I grow stouter  
'Twill fit like a glove.

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Its cling is so warm;  
And if I don't wear it,  
'Twill do me no harm!  
—*Chicago Tribune*.

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Among the many Manufacturers and Business Men who subscribe for The Literary Digest interest in the commercial motor vehicle is keen. Realizing the importance of this subject we have devoted much editorial attention to the motor truck and delivery wagon. In this week's issue we call attention to further articles dealing with the rapid development of the motor as applied to commercial transportation. Manufacturers and merchants will read with interest

"The Day of the Commercial Car" (on page 1104)

"A Train of Motor-Trucks" (on pages 1104 and 1106)

### For the Introduction of the Motor Commercial Vehicle

THE LITERARY DIGEST'S mailing lists show 68,360 manufacturers, wholesale and retail merchants, coal, grain, lumber and hardware dealers, contractors and others who have large transportation problems to solve.

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## Travel and Resort Directory

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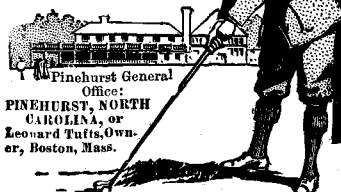
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KLOUDLEIGH—"To clear a path. I have an engagement to sail over Pittsburgh."—Chicago News.

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A Problem.—A mother had tried to answer her little boy's questions in regard to the

future life. One day he came running in from his play and said, "Ma, Ma, if only my soul goes to heaven, what will I button my pants onto?"—The Housekeeper.

A Mere Remark.—"What made that woman so angry?"

"I happened to step on her train."

"Well?"

"Then I raised my hat politely and said: 'Excuse me, madam, your equilibrator is dragging,' and she lost her temper."—Detroit Free Press.

The Needful.—"Scientists have succeeded in compressing a square meal into a cake the size of a soda cracker."

"That's fine, but it is not exactly what the world is crying for."

"Then what is?"

"The world wants the price of a square meal compressed into a disc the size of a quarter."—Houston Post.

## CURRENT EVENTS

### Foreign

November 25.—Brazil yields to its naval mutineers, conceding every demand.

James A. Cook, an American railroad conductor, is acquitted at Guadalajara, Mexico, of complicity in the robbery of freight trains.

November 26.—A despatch from London says that Winston Churchill has been criticized for intervening in the suffragette cases, in his capacity as Home Secretary.

The secretary of a labor union is convicted in Rouen of instigating the murder of a workman who had returned to his employment during the strike. He was sentenced to death.

Prof. Oscar Sellig, the eminent educator, dies at Geneva.

November 27.—Arthur J. Balfour, leader of the Opposition in the British House of Commons, in a brief election address, reported at London, asserts that behind the single chamber conspiracy lurks socialism and home rule.

November 28.—The British Parliament is dissolved so that the Liberal Government may go before the country on the question of the veto power of the House of Lords. The new parliament will assemble on January 31.

November 29.—The British South-Polar expedition leaves New Zealand for the Antarctic on the ship *Terra Nova*.

Serious doubt is expressed in Peking that negotia-

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tions for the \$50,000,000 loan, offered to China by an American syndicate, will be concluded.

November 30.—Jem Mace, the famous prize-fighter, dies at Jarrow-on-Tyne, England, at the age of 79.

"Macbeth," a lyric drama by a Swiss composer and adapter, is produced at the Opera Comique, in Paris.

December 1.—Porfirio Diaz is inaugurated for his eighth term as President of Mexico.

December 3.—The English general elections begin.

#### Domestic

November 25.—Major-Gen. Leonard Wood, in his annual report as Chief-of-Staff, points out the regular army's lack of preparedness for war.

President Taft orders that returns of corporations under the new corporation tax law be made public, subject to the regulations prescribed by the Secretary of the Treasury.

J. Armstrong Drexel, the aviator, says at Philadelphia that he will fight any attempt to question his recent altitude flight of 9,970 feet, which has since been estimated as about 500 feet lower.

November 26.—Twenty-four women are killed and a number injured at a factory fire in Newark, N. J.

Samuel Gompers is reelected president of the American Federation of Labor, at its convention in St. Louis.

Moses C. Wetmore, a retired tobacco millionaire and prominent Democratic politician, dies at his home in St. Louis.

Judge R. W. Taylor, of the United States Court of the Northern District of Ohio, dies at his home in Cleveland.

George Riddle, former actor, Shakespearean reader, and instructor of elocution, dies in Boston.

November 27.—The net income of the 262,490 corporations of the United States, which are subject to tax under the Corporation Tax Law, was \$3,125,480,000 for the year ending June 30, it is announced at Washington; the capital stock of the corporations is \$52,371,626,752, and their bonded and other indebtedness is \$31,333,952,696. The tax yielded \$26,872,270.

Michael Cudahy, founder of the packing-house bearing his name, dies from pneumonia in Chicago.

Gen. James Oakes dies in Washington.

The Pennsylvania Railroad Station in New York City is opened for Western traffic through the tunnels under the Hudson River.

November 28.—The Federal Government files a suit for the dissolution of the American Sugar Refining Company under the Sherman Anti-Trust Law.

November 29.—The third annual Governors' Conference opens at Frankfort, Ky. Governor Pothier of Rhode Island replying to Governor Willson's address of welcome, and Governor-elect Wilson of New Jersey making the principal speech of the session.

The new buildings of the Union Theological Seminary are dedicated in New York.

Dr. Sylvester F. Scovel, president of the American branch of the International Peace Society, dies at Wooster, Ohio.

Dr. M. H. Buckham, president of the University of Vermont, dies at Burlington, Vt.

November 30.—Dr. Frederick A. Cook issues a statement to the effect that his former announcements that he had discovered the North Pole may have been erroneous and due to his mental condition at the time.

December 1.—The Governors' Conference holds its final session at Louisville, Ky. It will meet next year at Spring Lake, N. J.

December 2.—Ex-Judge James B. Dill, an authority on corporation law, dies at East Orange, N. J.

#### RECENT CENSUS RETURNS.

|                    | POPULATION. |           | Per cent. Increase. |
|--------------------|-------------|-----------|---------------------|
|                    | 1910.       | 1900.     |                     |
| Duluth, Minn.....  | 78,466      | 52,969    | 48.1                |
| Illinois.....      | 5,638,591   | 4,821,550 | 16.9                |
| Maryland.....      | 1,294,450   | 1,188,004 | 9.0                 |
| Nebraska.....      | 1,192,214   | 1,066,300 | 11.8                |
| Oklahoma.....      | 1,657,155   | 790,391   | 78.9                |
| Portland, Ore..... | 207,214     | 90,426    | 129.2               |
| Seattle, Wash..... | 237,194     | 80,671    | 194.0               |

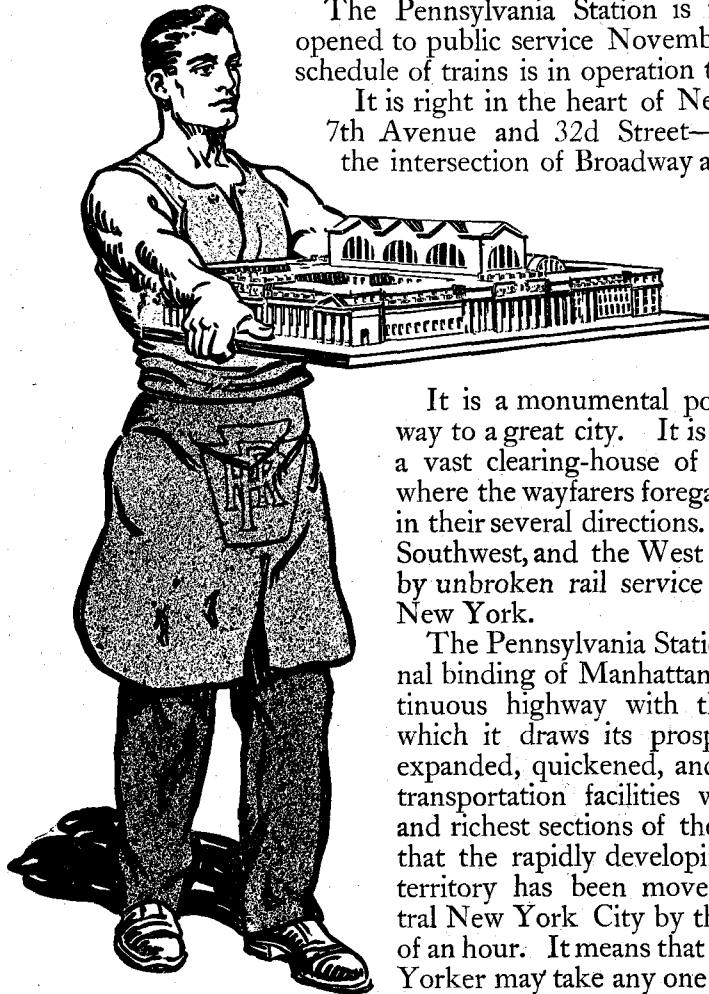
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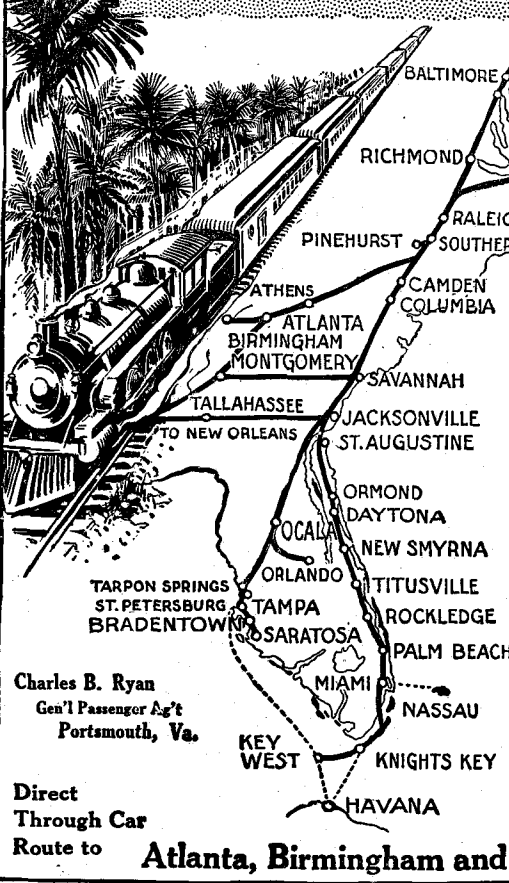
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### THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

"J. B. H." Mt. Ephraim, N. J.—"In the expression 'sooner or later,' is not the correct form 'soon or later'?"

The accepted form of this expression is "sooner or later," and no other wording of this phrase is recorded by the various dictionaries.

"T. A. B.," Concordia, Mo.—"Kindly state whether the word 'surprise' may be used in the following construction: 'Dress Goods Remnants at Surprise Prices.'"

It is stated in Greene's "English Grammar" that "in English almost any noun, without change, may be used as an adjective. This use is idiomatic." "Surprise prices" would therefore follow, by analogy, the phrase "surprise party." The participial adjective "surprising" would also be correct in this construction, in the sense that the prices cause surprise, rather than being in themselves a surprise.

"J. E. S.," Westminster, Md.—"Is the verb 'levy' correctly used in the sense of 'collect,' in the sentence, '... that a per capita tax ... be levied every six months, beginning July 1st, 1910'?"

This use of the word is correct, according to the definition contained in the Standard Dictionary (p. 1024, col. 1): "To impose and collect by force or threat of force; exact by compulsion; as, to levy fines or contributions."

"N. K. B.," Sunnyside, Wash.—"Please state whether the construction of tenses in the following sentence is correct: 'It would have been better to have paid the man.'"

If it is intended to express by the infinitive a time contemporary with that of the principal verb in the sentence, the present infinitive should be used; as, "It would have been better to pay the man." The past infinitive in such a construction indicates a time previous to that of the principal verb.

"T. B.," Patchogue, N. Y.—"Please define the two words 'aerodrome' and 'aerodome,' and give the pronunciation of the French word 'hangar.'"

The Standard Dictionary (p. 2104, col. 1) defines the term "aerodrome" as "a building for the care or storage of an airship." An "aerodrome" is defined as "a place, as a tract of land, where flying-machines are tested; also, but from incorrect analogy with *hippodrome*, a building where flying-machines are stored and tested." A secondary meaning makes the term applicable to the flying-machine itself. The correct French pronunciation of the word "hangar" is an"gar" (both a's as in arm, French nasal n).

"S. K. S.," Delmar, Del.—"Kindly give the correct pronunciation of the word 'acclimated.'"

The authorities very generally give as their first choice in the pronunciation of this word, ac-clai'me'ted (a as in at, ai as in aisle, first e as in they), with the accent on the second syllable.

"C. H. C.," Cuba City, Wis.—"Was not the past tense of the verb 'eat' pronounced et at one time without any violation of good usage?"

There were many authorities who recognized this pronunciation, and the Standard Dictionary sanctions it at the present time. Instances of this form of pronunciation may be noted in Tennyson.

Above mere Commercialism.—"The landlady says that new boarder is a foreign nobleman."

"Bogus, I'll bet."

"Oh, I don't know. He may be the real thing. He hasn't paid her a cent as yet."—*Washington Herald*.

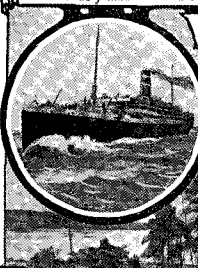
Big and Little Fame.—"They're going to put Poe in the Hall of Fame at last."

"Who are?"

"Why—I forgot their names."—*Cleveland Leader*.

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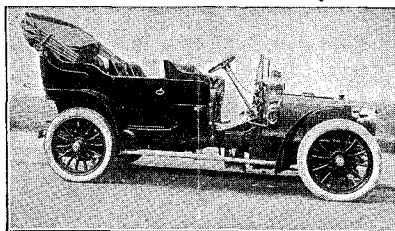
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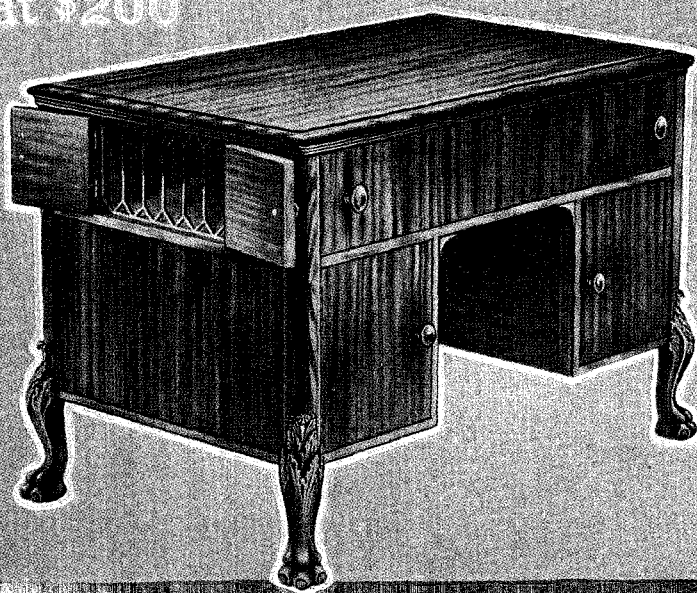


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